Return to Hiroshima, by Norman Cousins

Saturday Review

January 3, 1970 50¢

Priorities for the Seventies, by Robert L. Heilbroner

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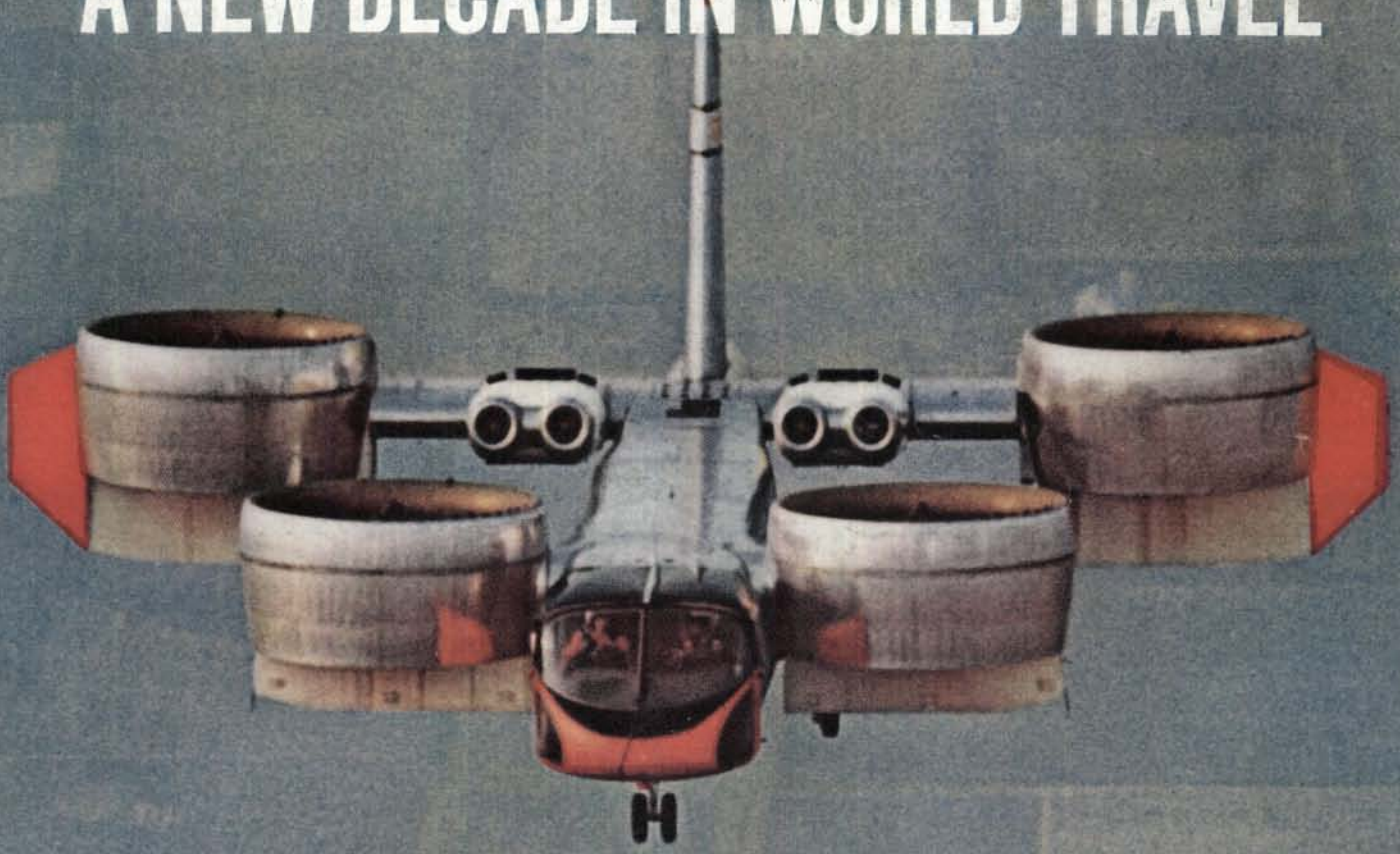
Horace Sutton and David Butwin preview
A NEW DECADE IN WORLD TRAVEL



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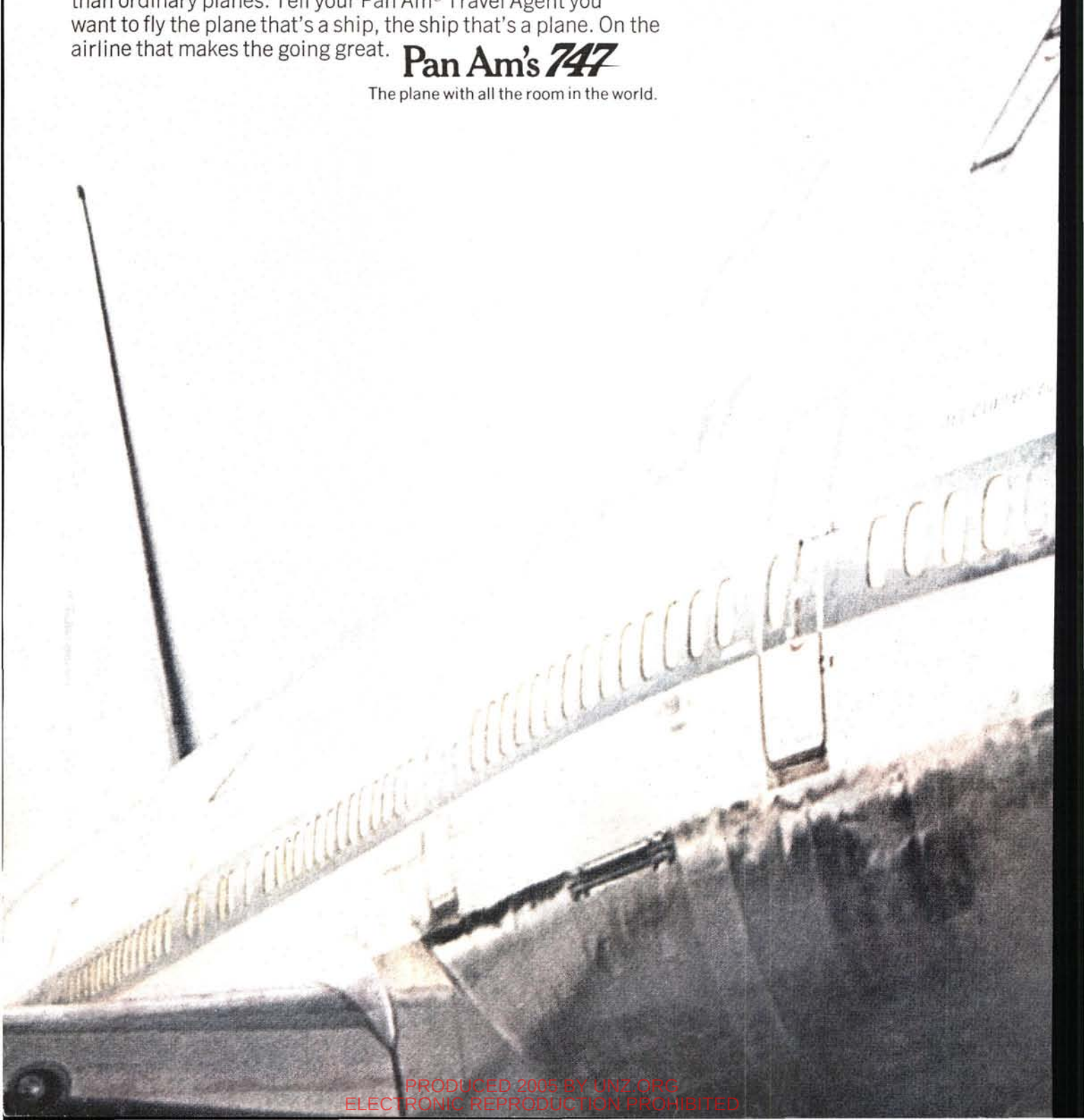

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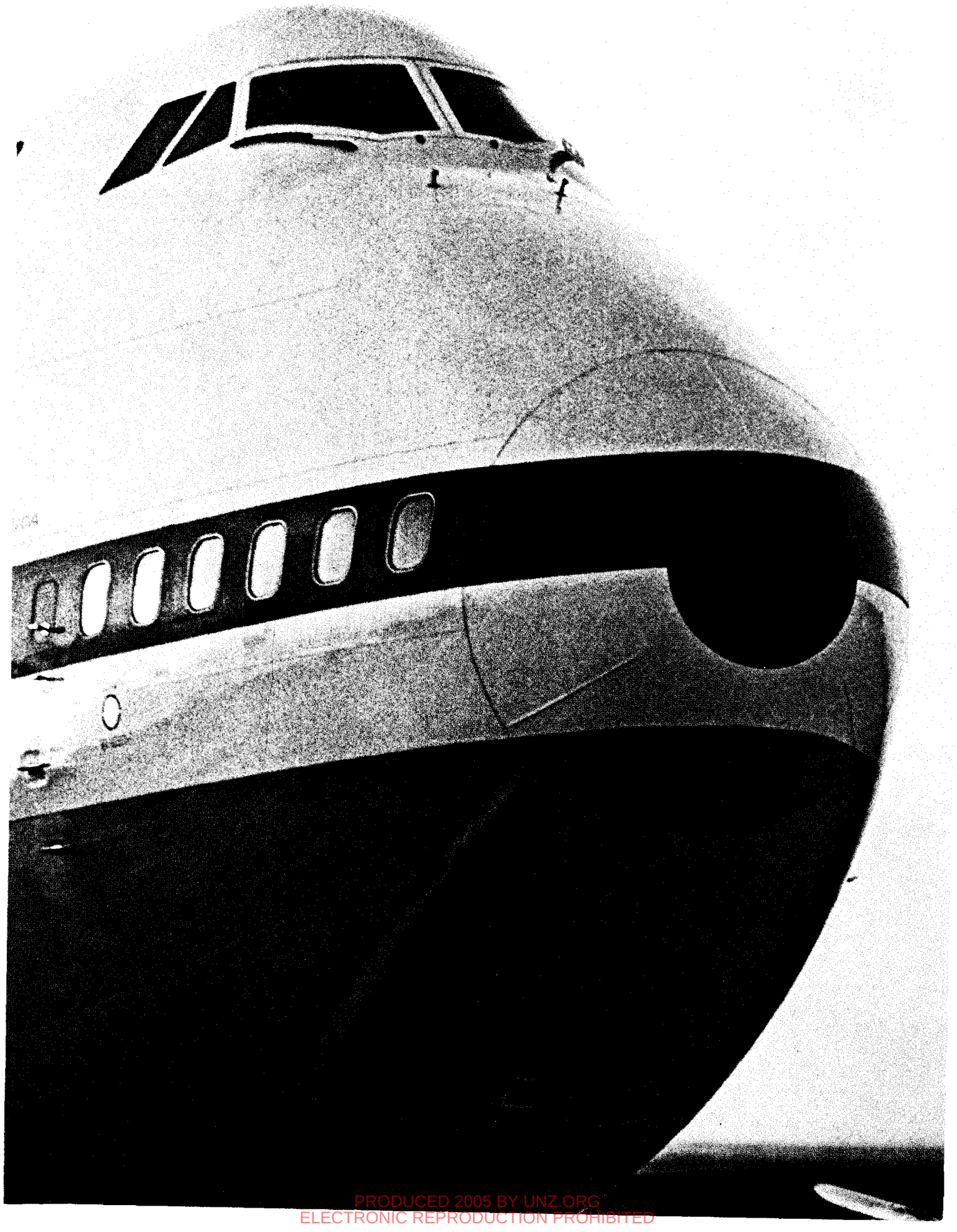

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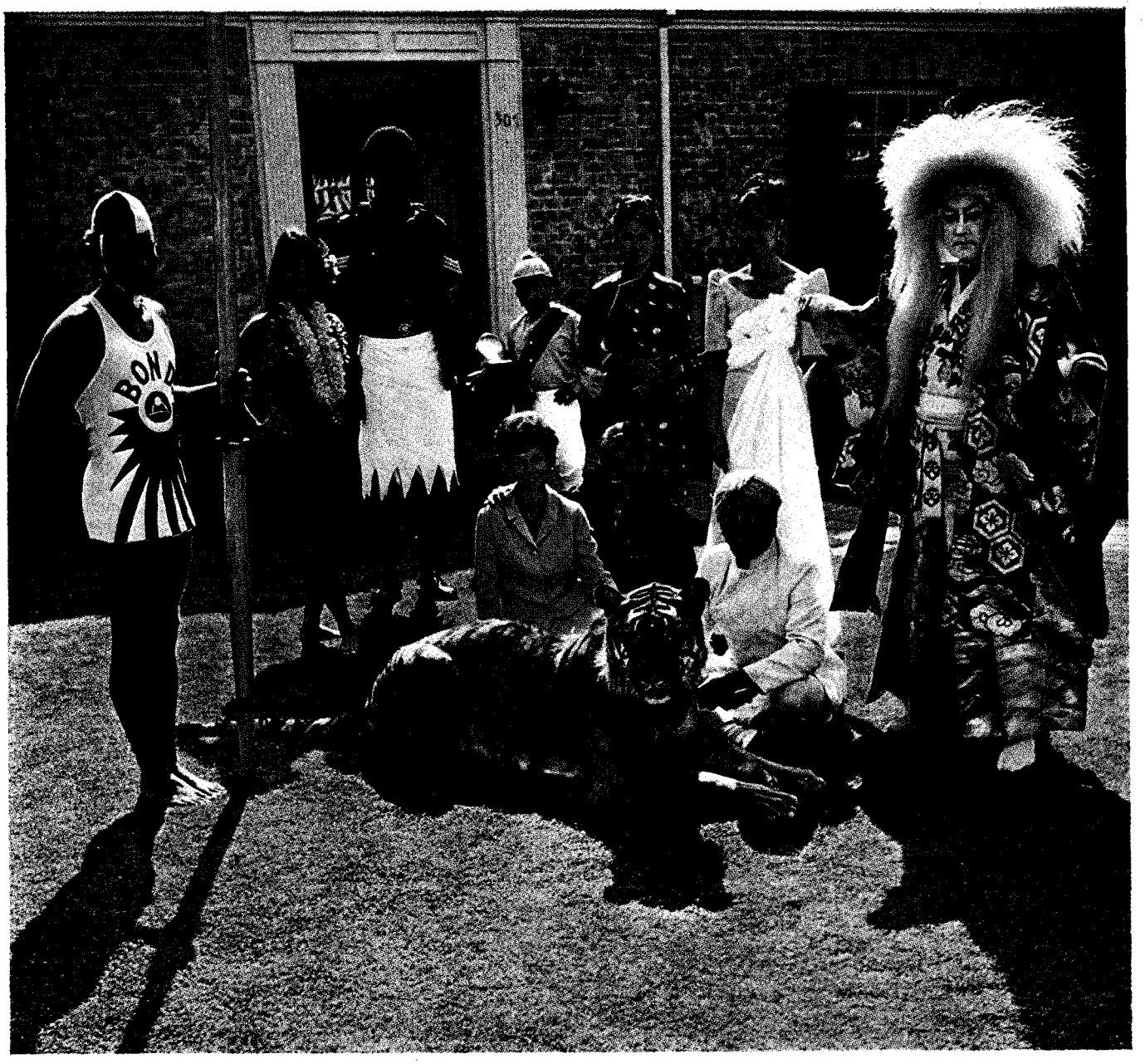

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Saturday Review

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A New Decade in World Travel

Will It Be The Soaring Seventies? by *Horace Sutton and David Butwin*

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State of Affairs

Henry Brandon

Swingtime

WASHINGTON.

AROUND THIS TIME of year, an individual tends to count his blessings, and one of them is that Washington, contrary to what most people expected, is not such a dull place after all. Washingtonians have known from experience that Republicans are very serious about government. Most of them don't buy houses as the Democrats do; they live in apartments. They see themselves only as temporary squatters, and so they do not entertain a great deal or mix easily. They feel too much a minority in this capital. They also have an inborn dislike for bureaucracy as such in general and the federal one in particular inasmuch as it was weaned by the Democrats over the past thirty years and cannot be changed. When I asked one of the industrial tycoons who came to Washington with President Nixon to run a big bureaucratic department how he, a man used to running big private industry, felt, he replied rather testily: "I can't do what I want to do."

But things have proved to be better than had been expected. The President has restored the press conference, however sporadic, to being the best show in town, and such old hands on the scene as Art Buchwald and Herblock, both of whom had had many reservations about the advent of the Nixon administration, are enchanted by it. They say that as far as material for their own notorious waywardness is concerned, they suffer from an *embarras des richesses*. During the previous administration, everybody was telling Johnson stories, but after a while they grew repetitious and most of them had the defect that one had to wait too long for the punch line. A basic mistake Johnson made—especially after Jack Valenti's departure—was that he set himself up as everybody's lightning rod, which inevitably led to overcharging, and an electric atmosphere around him.

President Nixon is a shrewder man. He prefers to divert whatever lightning he can to others, especially to Vice President Agnew and to Attorney General John Mitchell, both of whom obligingly, though not necessarily voluntarily, serve the lightning rod function, while the President lives seemingly serenely in the eye of the hurricane. At his last press conference, President Nixon couldn't have upheld the Agnew lightning rod better. In a sort of patronizing and quasi-gallant way, he endorsed the views expressed by the Vice President about the news media without evidently taking them too seriously, yet clearly enjoying the storm they had caused in the television booth. Both Agnew and Mitchell are useful in playing a kind of Mephistophelean role that, in earlier days, some used to ascribe to Mr. Nixon himself.

Agnew has had some intimidating and some introspective effects on the news media. The former is regrettable, but there is, of course, nothing wrong with the second, and certain amends are being made.

Mitchell's problem may prove to be even more difficult than that of the news media. While President Nixon made it quite clear that his Vice President had not been talking about censorship as regards the news media, he did ask his Attorney General to exercise such as regards Mrs. Mitchell's candid reports of the family's political outlook. Yet, Mitchell then stubbornly declared, "I don't censor my wife," obviously discomfited, as Ambassador Annenberg would say, over the Presidential order. If every Washington husband were to follow the President's order, Washington society columnists would lose most of their readership.

At least for the time being Dr. Henry Kissinger, the President's assistant for national security, is helping the lady gossipologists over a possible hiatus. Of course, being a bachelor, Dr. Kissinger is a natural target for them. Once upon a time he used to make fun of his alleged likeness to Dr. Strangelove. But the "strange" has been dropped and all the emphasis is now on "love," and his various involvements with rousing miniskirted ladies are dutifully embroidered on the society pages for spicy reading. His attraction, though, must be considerable, because one of the ladies seen frequently in his company was heard the other evening to sigh rather despondently: "It's exasperating to share one's boy friend with the President. The best I can hope for on weekends is a telephone call from Camp David." Another frankly admitted that it's not easy to be in love with a man with whom you disagree so much on Vietnam. But the professor seems to be able to overcome these psychological obstacles with his intel-

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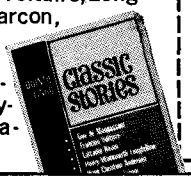

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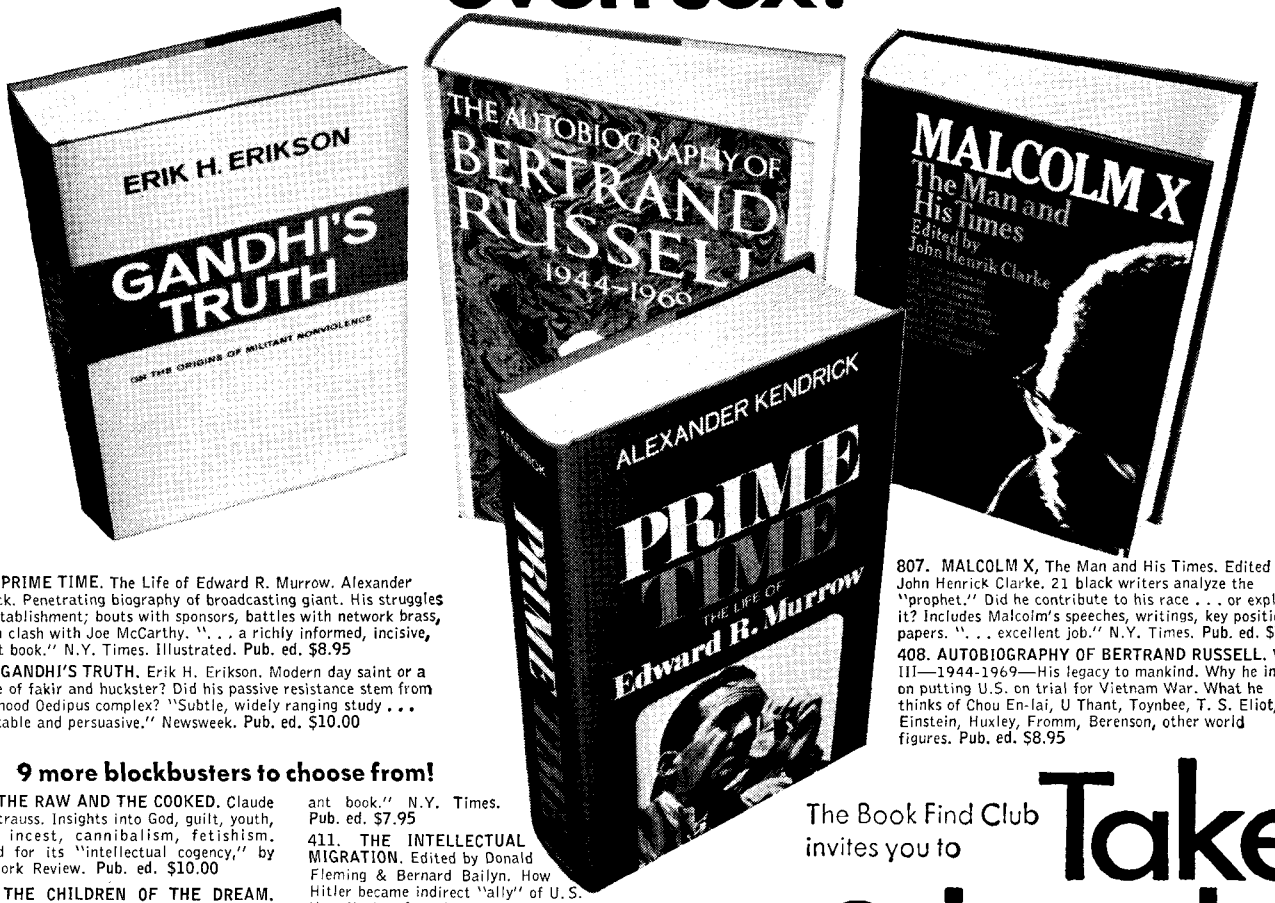

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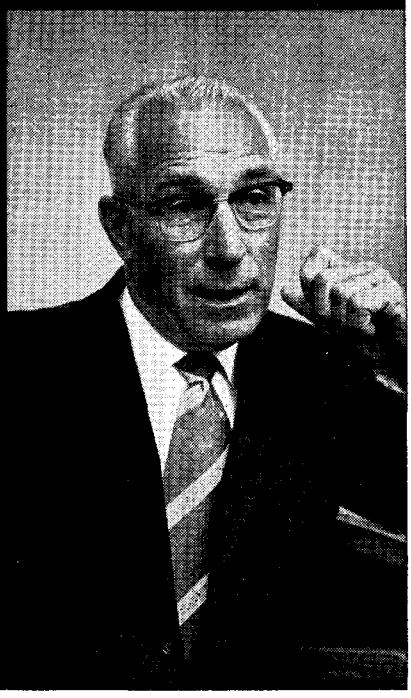

A family doctor looks at new developments in the pharmaceutical industry. And he speculates on the future.

When I look back at some of my old records, I'm constantly reminded of the changes that have come about in medicine just during the past twenty-five years. Some of the diseases I treated and prayed over in the '40's are found mostly in medical history books now.

Thanks to drug research and development, we've made substantial gains in the control of cardiovascular disease, diabetes, malaria, mental illness, strep and staph infections, meningitis and a long list of ailments. It seems like only yesterday when a diagnosis of pneumonia was almost the kiss of death. Now, with modern medical techniques and drug therapy, we can offer some real help.

My records on polio, influenza and measles show an unbelievable trend for the better. New vaccines have reduced the toll of these age-old threats dramatically. And I see patients in pain from crippling arthritis helped with new medicinals unknown just a few years ago.

I hear questions about the three billion or so dollars spent by the drug industry in research during the past ten years . . . working on new and better drug products. It does seem like quite a bit of money to spend, and I realize some of it goes into dead ends. That's the problem with research, any research . . . you often don't know where you're going until you get there. I want all the tools I can get to help my patients. I want more drugs and more effective drugs. If they mean less pain, longer lives and more productive careers for those I treat . . . well, that's what really counts.

Another point of view . . . Pharmaceutical Manufacturers Association, 1155 Fifteenth Street, N.W., Washington, D.C. 20005.

lect and wry wit, if nothing else, and it is a pity that the social recorders of the Washington scene have not at least a touch of the style of Madame de Sévigné, who knew how to savor piquancy delicately and with a sense of amusement. They might then find Dr. Kissinger, a connoisseur of French literature, much more appreciative of their attention.

No one should be surprised that Kissinger needs breezy feminine distraction, for as chief architect of the President's Vietnam policy, he carries a heavy burden. So heavy and discouraging is this burden that he was moved recently to say to private visitors that he hopes that they would also come to see him after his retirement to the University of Arizona—a pointed reference to the fate that befell Walt Rostow, his predecessor under President Johnson, when MIT refused to take Rostow back, and he finally got a job, thanks to President Johnson, at the University of Texas.

Kissinger, who, as the President's foreign policy expert, is something of an invisible man—usually referred to as "a high White House source"—nevertheless has been able to cast a long shadow. For some time it's been said that Secretary of State William Rogers has been struggling to escape it. There was a time, for instance, when one of the leading columnists reported that the President was resentful of the State Department's opposition to his visit to Rumania. On reading this report, the Secretary of State was heard to say with a sigh and a sly smile, "How can I be accused of having advised against something I had not even been consulted about?" But as Mr. Rogers has shown himself to be successful in keeping Congressional committees in good humor, and as the foreign affairs amateur gradually has turned professional, his self-confidence and natural gentle wit have asserted themselves. When he was asked the other day, for instance, why he had not yet appointed an ambassador to Sweden, he explained that he had already sent his talent scouts to look for a suitable candidate among the cast of the Off-Broadway show *Oh! Calcutta!*

As one can see, Washington is not such a dull place, nor is it the tense and frantic capital it used to be in the Johnson days. And if it is not exactly a swinging capital, it nevertheless has its own type of swingers. The hip phrase heard in Vice President Agnew's office these days is: "Richard who?"

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Top of My Head

Goodman Ace

How to Cancel a Magazine and Get Two in Its Place

IT OCCURRED to me a year ago that I was overread. It was the night I was in bed, having tuned the TV set to Channel 3—no program there, but it gives a soft light to read by. I was leafing through a book, when the phone rang.

I reached down to answer it, poking through the unread material that had piled up around the bedside table—stacks of magazines, books, clippings, pamphlets, galley proofs, a ruler, yellow scratch pads, an assortment of pens and heavy pencils, brochures, a pot of glue, and a large pair of shears. And there was the phone.

"City desk," I barked.

That was when I realized somebody would have to clean up this mess. And it would have to be I, because of this note to the maid I had printed in big block letters on a shirt cardboard: DON'T DISTURB.

My intentions had been the noblest. I had to be informed. For heaven's sake, this was research for all my readers out there. It was just that my mind was larger than my eyes. There had been several complaints from the lady of the house. I explained it was my 57th Street annex of the Public Library. Her descriptions of my Storehouse of Knowledge contained such unfriendly references as "junk yard," "city dump," "fire hazard," and that old classic, "not worth the paper it's written on."

To get rid of this plethora of printed words, I spent the weekend throwing out some of the accumulation. The pot of glue went first, followed by the large shears, the scratch pad, and the newspaper clippings of the first landing on the moon that I had been saving as a sort of Cook's Tour guide if I ever decided to travel there.

But it was the magazines that required the Big Decision. Many of them would have to be canceled. But I decided to make it a gradual withdrawal. Two the first six months, then two more, and hopefully I could see the light at the end of the tunnel by 1971.

I began the de-escalation with one of my favorite magazines, which I shall call *The Old Yorker*. It had been coming to the apartment for many years. The subscription still had a year to go; so I decided to transfer the balance of the subscription to a nephew living in Prairie Village, Kansas.

At my office the next day, I wrote a letter to the magazine directing the transfer, and sent it with my office address. That was a big mistake.

The following week I got a card at the office addressed to Mrs. Ace. The card read: "We acknowledge with thanks your Christmas gift subscription order." Which is more than I got from my nephew, who began receiving *The Old Yorker*. Which is understandable, because it wasn't anywhere near Christmas.

Why they thanked Mrs. Ace I don't know, because she knew nothing about it. I don't think she even knows where the office is. But I was glad to be out of it. This was to be her problem, if I ever tell her about it. But now the office was being cluttered with more of her mail.

The following week a copy of *The Old Yorker* came to the office addressed to Mrs. Ace, computer number 58004 00385094 50069 2 X. Which I thought was a pretty good description. That computer had her number all right.

As copies of *The Old Yorker* started piling up in gay profusion at the office, another letter came to Mrs. Ace, reminding her that her subscription was about to expire. I wasn't sure which subscription they meant, the one she was getting here that she hadn't subscribed to, or the subscription I had transferred to Prairie Village, Kansas. To play safe, I renewed the Kansas subscription.

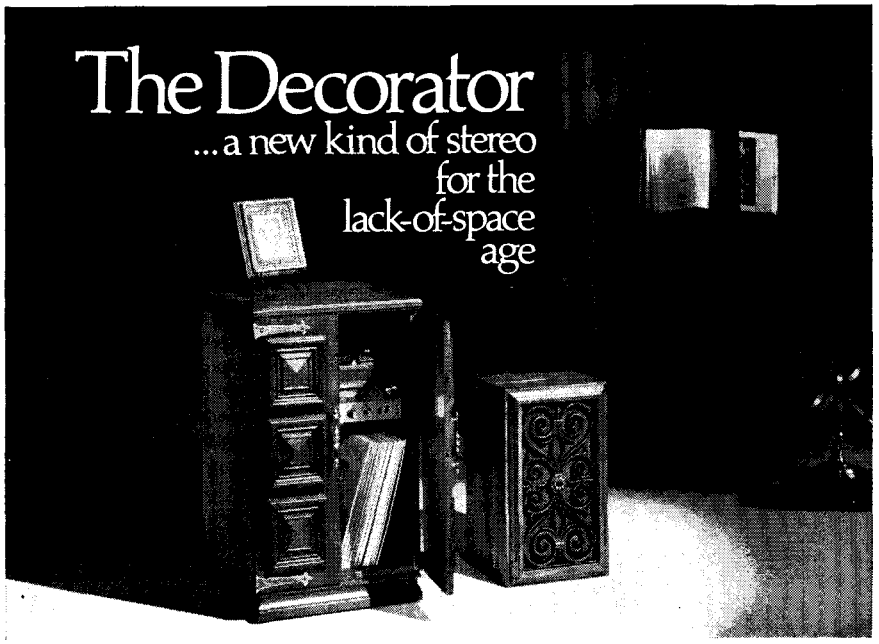
To double check, I phoned my nephew. Yes, he was getting it. He loved *The Old Yorker*, and he thanked me effusively.

"You're wecome," I said. "I just renewed your subscription for another year."

His response to that bit of news was something less than gracious.

"For heaven's sake," he said, "why did you do that? Our bedroom is getting cluttered up with so many magazines I can't even find the phone!"

P.S.: I know what you're thinking. But this piece is not an invitation for letters about the computer problems you may be having with *Saturday Review*. Like this letter to me from Wichita from Doctor and Mrs. 47D E67200WNC4 BLO31995SR2. From that number, you sound like nice people. Better think again before canceling your subscription just because your copies have been delayed a bit. You'll get only two instead of one.



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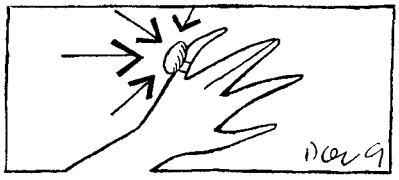
Trade Winds

Jerome Beatty, Jr.

This Christmas there seemed to be an emphasis on gifts to get you in shape. There were all sorts of gadgets such as gym bars, rowers, rollers, and belts for body building. There is even an electric thing that you attach to your waist or thigh and reduce while you sit still. A couple of wooden arrangements with springs let you do your jogging at home. For those who attempt to get a bit closer to the real thing, I noticed an advertisement for ice skates that were guaranteed to keep your ankles from bending. These terrific inventions must be some of the spin-offs from our space program that they've been promising us.

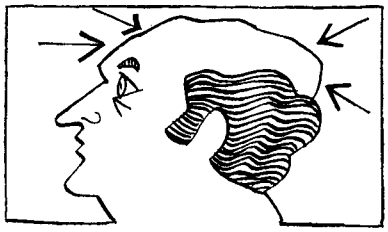
I was relieved to find, however, a commendable lack of hypocrisy displayed at a "Fit-In" at the Plaza Hotel in New York the week before Christmas. The purpose was to explore "aspects of personal fitness and figure control." It was sponsored by the Family Fitness Council, and to get things going cocktails were served at 11:30 a.m. I thought that was very fitting.

It is seldom these days that one can get into an interesting argument about something besides the war; so it was a pleasure the other day to hear the different viewpoints of people discussing that million-dollar diamond Richard Burton bought for Elizabeth. My wife



said that it was exciting that a poor orphan boy could grow up to have that kind of dough. A neighbor said it was shameful that, with the world in the state it is, he would squander that much money in a hedonistic fashion. A practical fellow declared that the money came from admissions to the movies, and that the thing to do is to stop attending Burton-Taylor films, thus rendering the spendthrifts poor again. My own attitude was that the price of a diamond is artificial, controlled by a cartel somewhere, and if all the diamonds were thrown onto the market, they would be worth very little. Therefore, Burton has given his wife a rock, that's all.

In connection with the new publication by Chelsea House of the classic *Phrenology: A Practical Guide to Your Head* by Orson and Lorenzo Fowler, a modern professional phrenologist was asked to use her technique on each of our last two Presidents. She is Phyllis Woodbury, and she pointed out some startling revelations: Richard Nixon's "large ears denote superior listening ability," while the thin lines at the lower corners of the mouth indicate stomach trouble and bitter disappointment." As for LBJ, his long ear lobes indicate that he should diet. His full lips are indicative of aggressiveness and a love of animals. Phrenology, as you know, is the technique of determining someone's personality by the shape of and the bumps on the head. The



phrenologist could tell us a lot more if she were permitted to run her hands through the hair of the gentlemen in question. But they are running their own hands through their hair enough as it is, probably.

"I have read your column at various times," writes Grace Larkin, director of the Dansville, New York, Public Library, "and note that you like items similar to the following." These were the items, and I do like them.

The president of the Women's Club there announced that in regard to the forthcoming meeting: "The price for the luncheon is $3.75, tax and gratitudes included."

Also, Miss Larkin reports, a high school freshman lost her library card with her borrower's number on it. She came in and asked, "Do you have a hot list of numbers people use who aren't using their own?"

A few months ago, the English publishers Atlantic Book Company had a contest in which school children wrote book reviews. A prize-winner, discussing a book called *Dolphin Island*, wrote: "There are many contradictions in the book. It is not an adventure book, as one might expect. The story is interrupted by chapters dealing with different topics, and so the reader may find it difficult to follow. The dull opening can be excused if only for the author's masterly description of the life of dolphins."

Extracts from other entries included:

"What I want to know is, how do all the people in books lead such exciting lives? I don't."

"I like the book because it starts on page one."

"The only reason I went on was because it was compulsory. Apart from this I loved it."

Sharps and Flats: The commercialism of Christmas, as well as most other familiar holidays, has led to the establishment of an underground holiday, the date and nature of which is secret. This is so stores won't find out about it and spoil it. I learned about this underground holiday in New York, but I haven't been able to discover exactly when it is celebrated, which is rather frustrating.

► A list of books I'm not too sure I will have an interest in would start with *Odyssey of a Friend: Whittaker Chambers' Letters to William F. Buckley, Jr., 1954-1961*, to be published in a couple of weeks by Putnam's.

► Someone recently advertised in the Hunterdon County (New Jersey) *Democrat* that they had room and broad available within walking distance of the station.

► Michael Millenson quotes a famous person thus: "Sex before marriage? Not in *my* book!" declared Noah Webster, successful author.

► There were two signs at the pool of the luxurious Hilton Inn in Atlanta. One said: SWIMMING POOL IS FOR MOTEL GUESTS ONLY. PLEASE REGISTER WITH LIFEGUARD. The other sign read: NO LIFEGUARD ON DUTY. SWIM AT YOUR OWN RISK.

► In Barnstable, Massachusetts, the Annual Academic Awards Banquet was held, according to the ticket, at the "High Scool Gym."

SOLUTION OF LAST WEEK'S KINGSLEY DOUBLE-CROSTIC (No. 1864)

(RING) LARDNER:

THE YOUNG IMMIGRUNTS

The lease said about my and my fathers trip from the Bureau of Manhattan to our new home the soonest mended. In some way ether I or he got balled up on the grand concorpse . . .

Are you lost daddy I arsked tenderly.

Shut up he explained.

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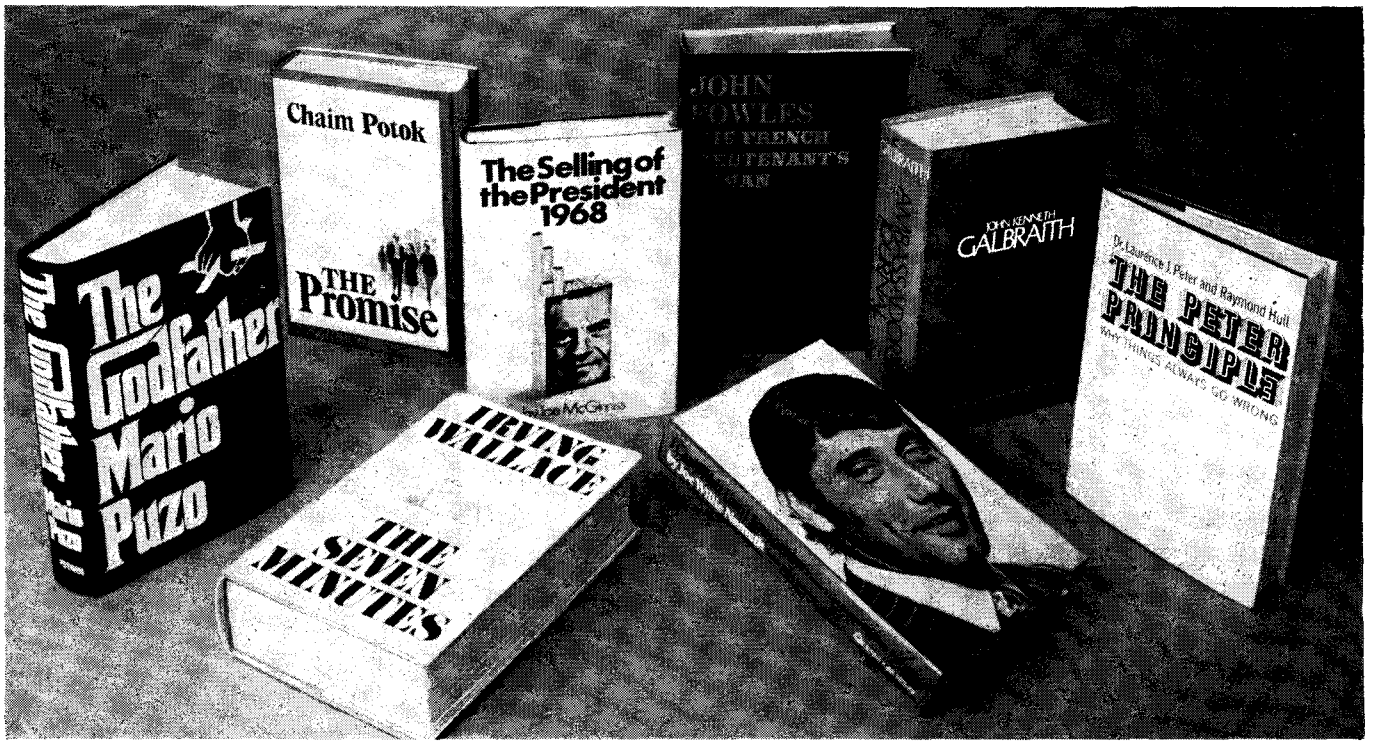

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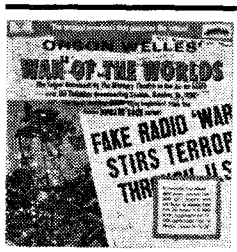

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Directions. Conversation with Malcolm Muggeridge; Two Songs in Dance; Changing Face of London's East End; The Long Prayer of Abraham Rattner. Sundays, Jan. 4, 11, 18, 25 (1-1:30 pm).

Wild Kingdom. Experiment on the Ocean Floor; Wolf Pack; Voyage of the Golden Dolphin; Rulers of the Kalahari. Sundays, Jan. 4, 11, 18, 25 (7-7:30 pm).

The West of Charles Russell. Project 20—A fresh look at the cowboy-painter of Western life. Wednesday, Jan. 7 (10-11 pm).

A Last Laugh at the Sixties. Humor that expressed the decade, with Bob Newhart, Godfrey Cambridge, Dick Benjamin, Don Rickles, Mort Sahl, The Committee. Thursday, Jan. 8 (9-10 pm).

Dinner at Howard K. Smith's. ABC correspondents Frank Reynolds, John Scali, Bill Lawrence and others review events of 1969 and discuss prospects for 1970. Thursday, Jan. 8 (10-11 pm).

The Golden Age of the Automobile. Development of auto industry from horseless carriage to today. Tuesday, Jan. 13 (7:30-8:30 pm)

Wall of Respect. Who, What, When, Where, Why—The wall in a Chicago ghetto where protesters, revolutionaries, etc. graphically display their grievances. Tuesday, Jan. 13 (10-10:30 pm).

Married Alive. Prudential's On Stage—Canadian returns to England to claim his place and his wife. Starring Robert Culp and Diana Rigg. Friday, Jan. 23 (10-11 pm).

The Mirror and The Mirage. Study of contemporary artist Graham Sutherland, the man and his art. Sunday, Jan. 25 (4-5 pm).

Highlights of Ringling Bros. and Barnum & Bailey Circus. Centennial of The Greatest Show on Earth. Tuesday, Jan. 27 (7:30-8:30 pm).

The Decline and Fall of the Public School. Study of financial crisis in public school systems. Tuesday, Jan. 27 (10-11 pm).

Lowell Thomas in New Guinea: Patrol Into The Unknown. Twin expeditions into a primitive country. Thursday, Jan. 29 (7:30-8:30 pm).

The World of the Beaver. The life of a beaver from birth through maturity. Friday, Jan. 30 (7:30-8:30 pm).

A Children's Festival at Lincoln Center. American Rainbow—Behind the scenes at cultural center, with Lorne Greene, Julie Harris. Saturday, Jan. 31 (11:30 am-12:30 pm).

New Year's Events, January 1
Sugar Bowl Parade (11 am). Tournament of Roses Parade (11:30 am & 1:30 pm). Sugar Bowl football (1:30 pm). Cotton Bowl football (1:45 pm). Rose Bowl football (4:45 pm). Orange Bowl football (7:45 pm).

Regularly Scheduled Programs

Monday through Friday: Sunrise Semester/The Today Show/Captain Kangaroo

Tuesday: First Tuesday (appearing first Tuesday each month)/CBS News Hour

Saturday: The Banana Splits Adventure Hour/Jambo/ABC's Wide World of Sports/G-E College Bowl

Sunday: Lamp Unto My Feet/Look Up And Live/Camera Three/Bullwinkle/Discovery/Guideline/Face the Nation/Meet the Press/Directions/Issues and Answers/Wild Kingdom/The Wonderful World of Disney

Note: This is, necessarily, a partial listing. Time (NYT), titles and casts of these national programs are subject to change. Please consult your station listings; check also for noteworthy local programs.

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Saturday Review
January 3, 1970

PRIORITIES FOR THE SEVENTIES

Our needs are as simple as they are compelling. But will we attend to them?

by ROBERT L. HEILBRONER

To talk about national priorities is to talk about precedence, the order in which things are ranked. It is not difficult to establish what that order is in America today. Military needs rank above civilian needs. Private interests rank above public interests. The claims of the affluent take precedence over those of the poor. This is all so familiar that it no longer even has the power to rouse us to indignation. There is no shock value left in saying that we are a militaristic nation, or a people uninterested in the elimination of poverty, or a citizenry whose only response to the decay of the cities is a decision to move to the suburbs. To get a rise out of people, these days, one has to say something really outrageous, such as that the main cultural effect of advertising on television is to teach our children that grown-ups tell lies for money.

But I do not want to expatiate on the present order of things. For I presume that to talk of priorities is to determine what they *should* be. What should come first? What ought to be on top of the agenda?

To ask such questions is to invite pious answers. I shall try to avoid the pieties by grouping my priorities into three categories. The first has to do with our immediate survival—not as a nation-state, but as a *decent* nation-state. The second has to do with our ultimate salvation. The third with our moving from survival to salvation.

The initial set of priorities is simple to specify. It consists of three courses of action necessary to restore American society to life. The first of these is the demilitarization of the national budget. That budget now calls for the expenditure of $80-billion a year for military purposes. Its rationale is that it will permit us to fight simultaneously two "major" (though, of course, non-nuclear) wars and one "minor" or "brushfire" war. This requires the maintenance of eighteen army divisions, as against eleven in 1961; of 11,000 deliverable nuclear warheads, compared with 1,100 in 1961; of a naval force far larger than that of any other nation in the world.

Politically, economically—even militarily—this budget is a disaster for America. It has sucked into the service of fear and death the energies and resources desperately needed for hope and life. Until and unless that budget is significantly cut, there will be little chance of restoring vitality to American society.

By how much can it be cut? The Nixon administration proposes to reduce it by $4- to $6-billion by June 1971, and by an equivalent amount each year for another four years. *Fortune* magazine claims it can be cut faster—$17.6-billion less by June 1972. Seymour Melman, professor of industrial engineering at Columbia University, has stated that it can be slashed by over $50-billion — and his reduced budget would still leave 2,300,000 men under arms, an obliterative power aimed at 156 Soviet cities, and an air and naval armada of staggering dimensions.

This conflicting testimony suggests that the question of how much the budget can be cut depends not on expertise alone, but on outlook—on how much one wants to reassign into other channels the resources absorbed by the military. Here let us make a first approximation as to how much the military budget can be cut by determining how large are the life-giving aims to which we must now give priority. I see two of these as being essential for the attainment of decency in American society. One is the long overdue relief of poverty. In 1967, 10 per cent of all white families, 35 per cent of all black families, and 58 per cent of all black families over age sixty-five, lived in poverty—a condition that we define by the expenditure for food of $4.90 per person per week. *Per week.* To raise these families to levels of minimum adequacy will require annual transfer payments of approximately $10- to $15-billion. This is half the annual cost of the Vietnam war. I would make this conversion of death into life a first guide to the demilitarization of the budget.

A second guide is provided by the remaining essential priority for American decency. This is the need to rebuild the cities before they collapse on us. This means not only replacing the hideous tenements and junkyards and

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ROBERT L. HEILBRONER teaches at the New School in New York. Among his books are *The Worldly Philosophers, The Future as History,* and *The Great Ascent.* The above article is adapted from a lecture presented in cooperation with the Fund for New Priorities in America.

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prison-like schools of the slums, but providing the services needed to make urban living tolerable—regular garbage collection, dependable police protection, and adequate recreational facilities.

It has been estimated that New York City alone would need $4.3-billion per year for ten years to replace its slums. To provide proper levels of health and educational services would add another billion. And then there are Chicago and Newark and Washington and Los Angeles. It would take at least $20- to $25-billion a year for at least a decade to begin to make the American city viable.

These objectives are minimal requirements for America. Fortunately, they are easy to accomplish—at least in a technical sense. There will be no problem in cutting the military budget by the necessary $30- to $40-billion once that task is entrusted to men who are not prisoners of the military-industrial superiority complex. There are no great problems in the alleviation of poverty that the direct disbursement of money to the poor will not tolerably remedy. And whereas I do not doubt that it will be hard to build new cities handsomely and well, I do not think it will be difficult to tear down the rotten hulks that now constitute the slums, and to replace them with something that is unmistakably better.

Thus the essential priorities have the virtue of being as simple as they are compelling. This does not mean, however, that we will therefore attend to them. On the contrary, the chances are good that we will not do what must be done, or at best will act halfheartedly, in token fashion. The power of the vested interests of business and politics and labor in the preservation of military spending is enormous. The unwillingness of the American upper and middle classes to assist the less fortunate is a clear matter of record. The resistance to the repair of the cities is too well documented to require exposition here. Hence, we may never rise to the simple challenge of making America viable. In that case it is easy to make a prognosis for this country. It will be even more than it is today a dangerous, dirty, and depressing place in which to live. There will be an America, but it will not be a civilized America.

There is, however, at least a fighting chance that we *will* cut the military budget, that we *will* declare poverty to be an anachronistic social disease, that we *will* begin to halt the process of urban deterioration. Let me therefore speak of another set of priorities—one that many people would place even higher on the list than my initial three. They are, first, the elimination of racism in the United States, and second, the enlistment of the enthusiasm—or at least the tolerance—of the younger generation.

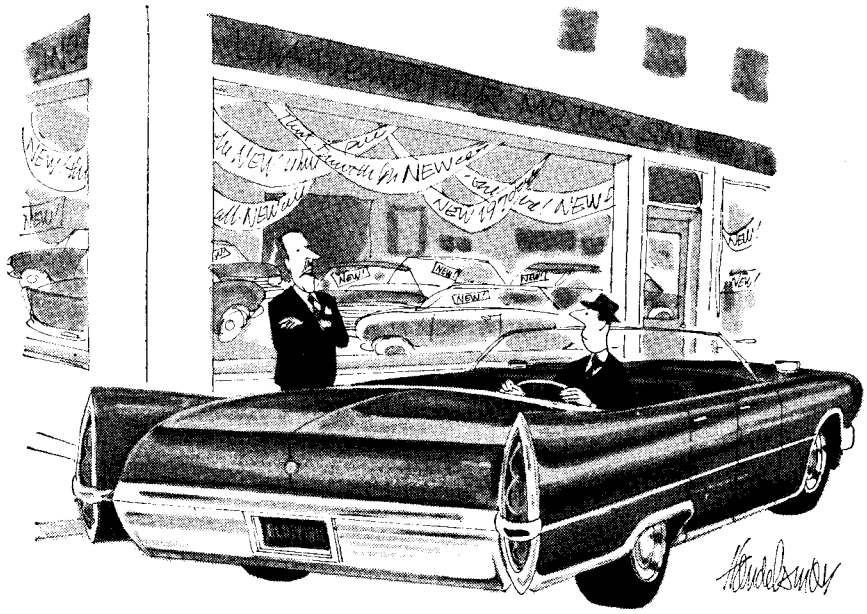
I have said that these priorities have to do with our salvation rather than with our survival. This is because their achievement would lift the spirit of America as if a great shadow had been removed from its soul. But like all salvations, this one is not near at hand. For unlike the first set of priorities, which is well within our power to accomplish, this second set lies beyond our present capabilities. Even if we manage to cut the military budget, to end poverty, to rebuild the cities, the bitter fact remains that we do not know how to change the deep conviction within the hearts of millions of Americans that blackness spells inferiority. Neither do we know how to win the enthusiasm of young people—and I mean the best and soberest of them, not the drop-outs and the do-nothings—for a society that is technocratic, bureaucratic, and depersonalized.

Thus the second set of priorities is considerably different from the first. It constitutes a distant goal, not an immediate target. Any projection of what America should try to become that does not include the goals of racial equality and youthful enlistment is seriously deficient, but any projection that does not expect that we will be a racist and alienated society for a long while is simply unrealistic.

What then are we to do in the meantime? How are we to set for ourselves a course that is within the bounds of realism and that will yet move us toward the long-term goals we seek? This brings me to my third set of priorities—a set of tasks neither so simple as the first, nor so difficult as the second. I shall offer four such tasks—not in any particular order of urgency—as exemplifying the *kinds* of priorities we need in order to move from mere survival toward ultimate salvation.

I begin with a proposal that will seem small by comparison with the large-scale goals discussed so far. Yet, it is important for a society that seeks to lessen racial tensions and to win the approbation of the young. It consists of a full-scale effort to improve the treatment of criminality in the United States.

No one knows exactly how large is the criminal population of the United States, but certainly it is very large. Two million persons a year pass through the major prisons and "reformatories," some 300,000 residing in them at any given time. Another 800,000 are on probation or parole; a still larger number lurk on the fringes of serious misbehavior, but have so far escaped the law. Our response to this core of seriously disturbed and dangerous persons is to send a certain number, who are unfortunate enough to get caught, to prison. These prisons include among them the foulest places in America—charnel houses comparable to Nazi concentration camps. At Tucker State Farm in Arkansas, inmates have been reported to be forty to sixty pounds underweight, and have been subjected to acts of unspeakable cruelty, and even to murder. The sadistic practices in military stockades have become notorious. But even the more humane institutions largely fail in their purposes. In New York State the rate of recidivism for crimes of comparable importance is 50 per cent.



"Typical. You don't look at what you're buying, and then you come back crying to us."

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A recent FBI study of 18,000 federal offenders released in 1963 showed that 63 per cent had been arrested again five years later.

Indeed, as every criminologist will testify, prisons mainly serve not to deter, but to confirm and train the inmate for a career in criminality. These institutions exist not for the humanization but for the brutalization of their charges.

What is to be done? One inkling of the course to be followed is provided by reflecting on the statistics of prison care. In federal adult institutions we average one custodial person per seven inmates; one educational person per 121 inmates; one treatment person per 179 inmates. In local institutions and jails the ratio of educational or treatment personnel to inmates broadens to one to 550. In some state correctional institutions the ratio is as high as one to 2,400.

Another clue is suggested by the fact that work-release camps, widely used abroad to bridge the gap between prison and normal life, are available here in only four states. Still another is the clear need for the early detection of asocial behavior among school children, and for the application of therapy before, not after, criminality has become a way of life.

It must be obvious that an all-out effort to lessen criminality is not nearly so simple to achieve as slicing the military budget or tearing down the slums. But neither is it so difficult to achieve as racial tolerance. I suggest it is an objective well worth being placed high on the list of those "middle" priorities for which we are now seeking examples.

Recently, the Administration has declared the reform of prisons to be a major objective. Let us now see if this rhetoric will be translated into action.

My second suggestion is not unrelated to the first. Only it concerns not criminals, but those who represent the other end of the spectrum—the symbols of law and order, the police forces of America. I propose that an important item on the agenda must be an effort to contain and control a police arm that is already a principal reason for black anger and youthful disgust.

First, a few words to spell out the problem. In New York City, the Patrolmen's Benevolent Association, itself a potent force for reaction (as witness its key role in the defeat of the Civilian Review Board), is now outflanked on the right by "law enforcement" groups of super-patriot vigilantes who on several occasions have taken the law into their own hands. The actions of the Chicago police force as seen on national television during the Democratic convention do not require further comment here. In Detroit the United Press reports "open hostility" between the city's mainly white police force and the city's 40 per cent black population. At Berkeley, Harvard, and Columbia we have witnessed the dreadful spectacle of policemen smashing indiscriminately at students and using tear gas and Mace.

"The important thing is you've made a fortune. So what if you made it out of sausages?"

There is no simple cure for this ugly situation. Police forces are recruited largely from the lower middle class; they bring with them deeply ingrained attitudes of racial contempt and envious hostility to privileged youth. But there are at least a few measures that can be taken to prevent what is already a dangerous rift from widening further. To begin with, one way to minimize police abuse of Negroes is to minimize occasions for contact with them. The obvious conclusion is that black ghettos must be given the funds and the authorization to form their own police forces. Another necessary step is to lessen the contact of police forces with college youth; the legalization of marijuana would help in this regard. So would the training of special, highly paid, *unarmed*, elite police forces who would be used to direct all police actions having to do with civil demonstrations.

I do not doubt that there are many other ways to attack the problem. What is essential is to take measures now that will prevent the police from driving a permanent wedge between white and black, between student and government. Mace, tear gas, and billy clubs are weapons of repression, not of order. Few steps would contribute more to the return of American self-respect than those that would assist the growth of law and order among the forces of law and order.

Here, too, the report of the Eisenhower Commission signals an overdue awakening of public consciousness. But here again we shall have to see whether this awareness will be translated into action.

My third suggestion seemingly departs markedly from the first two. It concerns a wider problem than criminality or police misbehavior, but not a less pressing problem. It is how to rescue the environment from the devastating impact of an unregulated technology.

I need mention only a few well-known results of this ferocious process of destruction. Lake Erie is dead. The beaches at Santa Barbara are deserted. The air in New York is dangerous to breathe. We are drowning in a sea of swill; in a normal year the United States "produces" 142 million tons of smoke and fumes, seven million junked cars, twenty million tons of waste paper, forty-eight billion used cans, and fifty trillion gallons of industrial sewage. And presiding over this rampant process of environmental overloading is the most fearsome reality of all—a population that is still increasing like an uncontrollable cancer on the surface of the globe. I know of no more sobering statistic in this regard than that between now and 1980 the number of women in the most fertile age brackets, eighteen to thirty-two, will double.

Aghast at this terrific imbalance between the power of technology and the capacity of society to control and order

(*Continued on page* 84)

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Return to Hiroshima:
Oh, What a Lovely Pandemonium

From the tallest of the seven hills that surround Hiroshima, you can see the city spread out on the flatlands, sprawling over a seemingly endless area. Directly below is one of the world's largest and most modern automobile assembly plants, stretching over two islands that are connected by the largest privately owned suspension bridge in the world. Off to the north are mammoth shipbuilding yards. Then one sees, running from the coastline toward the center of the city, major industrial installations that produce a wide range of products from shoes to sophisticated electronic equipment.

In the broadest part of the now densely populated valley is the area expunged by the atomic explosion of a quarter-century ago. Only the skeletonized dome of the old Exposition Building remains as evidence of the fiery holocaust that marked the beginning of the Atomic Age in 1945. Today a wide, tree-lined boulevard runs from the Exposition Building landmark through the memorial park to the city museum containing a comprehensive exhibit-record of the bombing.

The streets of Hiroshima, like those of all Japanese cities today, are heavy with traffic—a reflection both of the surging improvement in the living standards of the Japanese people and of the fact that Japan is second only to the United States as a producer of automobiles. The cars range all the way from inexpensive three-wheel runabouts to full-size luxury automobiles. Japanese technical ingenuity is nowhere better manifested than in the design of taxicabs, which are ideally suited for heavy traffic and narrow streets. A feature of the cabs that contributes both to the safety of the passengers and the security of the drivers is a mechanism near the steering wheel for controlling automatically the opening of the rear doors.

The taxicab business in Hiroshima is booming—and will be busier still when the city completes its present plan for incorporating four bordering townships. The amalgamation will add some 100,000 people to the present population of 550,000, making Hiroshima the fastest-growing city in Japan.

Hiroshima as a major producer of automobiles: One of the world's most modern automobile assembly plants occupies two connected islands.

The day after the bombing of August 6, 1945, the city contained about 160,000 survivors. No exact count of the dead was possible. The city's own estimate was 230,000 killed—about three times the figure given out at the time by the U.S. military. Involved in the discrepancy were some 60,000 Japanese military personnel who had been secretly quartered on the grounds of the Old Castle, not far from the center of the explosion. There were also some 30,000 people from nearby towns who were helping to construct fire-barriers against possible air raids. Then there were the many thousands who succumbed in the early months following the bombing.

The city today is still mindful of its historic and tragic role; but it has long since ceased being preoccupied with the fact. The people are no longer self-consciously tied to their memories. To be sure, long rows of tourist buses are lined up daily near the museum in the memorial park, and souvenirs and postcards on the disaster are readily available throughout the city. Moreover, Hiroshima still serves as an important national and world center for peace activities. By and large, however, Hiroshima today is indistinguishable from other Japanese cities of comparable size.

And virtually every Japanese city today is a supreme mixture of organization and disorganization; the ultimate contest is between mobility and congestion. An inordinate amount of attention and energy must be given to servicing the facilities that are supposed to serve the people. These are the ordeals, of course, of large cities throughout the world, but one has the impression that the average Japanese city, Hiroshima included, has more of everything and in more heightened form than anywhere else. The possibilities for divertissement, social or cultural, day or night, are almost infinite. So are the complexities, the confusions, the noises, the pressures, and the propensities for ulcers or headaches. Henry Adams's conception of the dynamo in industrial civilization seems like a philosophy for a pastoral village when applied to industrial Japan.

The fact that Hiroshima was demolished only a quarter-century ago provided it with far more options in the rebuilding than have been open to most other Japanese cities. And it is true that a far-reaching attempt was made by the city government to redesign itself in a way that could cope with the overloading and the swirlings and what

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J. Robert Oppenheimer once termed the terrors of fatigue in contemporary society. But the hopes for a genuine restructuring of the city crumbled under the weight of too many people, too many things that had to be done in a hurry, too little authority to cope with men who have a compulsion to fill any empty space to overflowing or who think of progress in terms of moving parts.

And so Hiroshima today is fully reborn, fully rebuilt, and fully afflicted by all the hazards that confront cities whose recent development has been unmarred by natural or man-made catastrophes. Environmental pollution in Hiroshima is serious and could become critical within a decade. Fishing is a major industry—and a major source of food—in Hiroshima; but within a half-dozen years the contamination of the surrounding waters could reach a point where fish will be unsafe for human consumption.

In general, the threat of environmental pollution is more serious in Japan than in other major nations. Japan is more industrialized for its size than any other country in the world. Moreover, the pace of industrial activity and growth is faster than that of any other nation. The ratio of arable land to total population has always been low in Japan. In the past two years, however, spreading cities and modern highways have cut deeply into the tiny remaining natural habitat. The result is more cement, more chimneys, more wheels, and more exhaust pipes. The entire nation is in a stage and mood of explosive expansion, rocketing into the future and away from those things that sustain life itself. The entire human race is prone to this defect, of course; but what makes the problem particularly acute in Japan is that Japan's margin for error is far smaller than that of most.

There were many things I wanted to do in Hiroshima—visit the "Hiroshima Maidens," the young A-bomb victims whom the editors of *SR* had been instrumental in bringing to the United States fifteen years ago for plastic and rehabilitative surgery; see the men and women who as orphans a generation ago belonged to the Moral Adoption Program administered in Hiroshima by *SR*'s editors; pay my respects to the widow of Mayor Shinzo Hamai, who died almost two years ago after holding office most of the time since the end of the war; and attend the national convention of the United World Federalists of Japan, of which Setsuo Yamada, present mayor of Hiroshima, was president. It had been five years since my last visit to the city.

Our arrival at the railroad station in mid-afternoon was a vast blur of wonderful familiar faces and outstretched hands. The Hiroshima Maidens were there, many of them with their children and husbands. So were many of the orphans, now fully grown, with families of their own. And, of course, Mayor Yamada, whom I had known from world council meetings of the World Association of World Federalists. Also, the doctors affiliated with the plastic-surgery project—Dr. Tomin Harada and Dr. Goro Ouchi. The Rev. Kiyoshi Tanimoto and his family were there; Dr. Tanimoto has been closely associated with us in various rehabilitation projects inside Hiroshima over the years.

It was difficult to realize that it had been fifteen years since the twenty-five Hiroshima Maidens first arrived in the United States for the long series of surgical operations that were to reconstruct their faces or release their rigid

—*Photos by N.C.*

Hiroshima reconstructed: A view of the sprawling city, now one of the leading industrial cities of Japan.

The Hiroshima "Maidens" and their families come together to meet with a friend from the United States and to exchange memories.

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legs or arms or fingers. A memory that has never downed is that of the girls arriving in New York by U. S. Air Force plane. They came down out of the sky into a world they had never known. I remember thinking I had never seen human faces more bewildered or apprehensive. And now, at the Hiroshima railroad station, I saw radiant, confident, beautiful young women. Some of them were holding their children high in the air so that I could see their faces over the crowd. Some of them were pushing their husbands forward, proudly calling out their names. It was a lovely pandemonium.

While we were visiting with the Maidens that evening we learned about their present situations. Eleven are married and have a total of nineteen children. So far, no abnormalities. Of the twenty-four who returned to Japan from the United States, sixteen are now living in Hiroshima. One is now in Tokyo: four are in the United States and Canada; three have died. They now work at a variety of jobs—some are teachers in the vocational school, some are social service workers employed by the city; some are beauticians; some are dress designers or dressmakers. Their problems today are far different from what they were when we first met in 1951. At that time, they were teen-agers or in their early twenties. Most of them were in need of surgical treatment. All of them had come together in the church of the Reverend Tanimoto, which was virtually their only social outlet.

Their problems today are no longer the problems of ill or psychologically disenfranchised persons. They worry about the things that people in general worry about—their jobs and their relationships with their employers or their fellow workers; the care of children and family problems in general; and the challenges of everyday living. The term Maidens is a misnomer, of course, for many of them are married, but this is how they have been known. They keep in close touch with one another and with the Reverend Tanimoto and Doctors Harada and Ouchi. Most of them also maintain close ties with the American families with whom they stayed in the United States.

While we sat around the table together that first evening of our visit, Dr. Harada said it was the hope of the Maidens that they might return as a group to the United States this year to see their American "parents." He pointed out that 1970 marks the fifteenth anniversary of their return to Hiroshima from the U.S. I promised to do everything I could to make their journey possible.

The next afternoon, Mayor Yamada took me to meet twenty young men and women who had been part of *SR*'s Moral Adoption Program. They represented about 400 children who had been orphaned by the bombing and who had been "adopted" by readers of this magazine. They were brought up, most of them, in Hiroshima orphanages. *SR*'s readers helped both in the general support of the orphanages and in the individual care and education of the children. Today, twenty-five years after the bombing, they are adults with a wide range of occupations and professions. As in the case of the Maidens, many of them still maintain contacts with their American families. We spent a memorable afternoon listening to each of the orphans talk about his present work and family situation (several were accompanied by their wives or husbands and children). We also shared recollections of the early days of the Moral Adoption project.

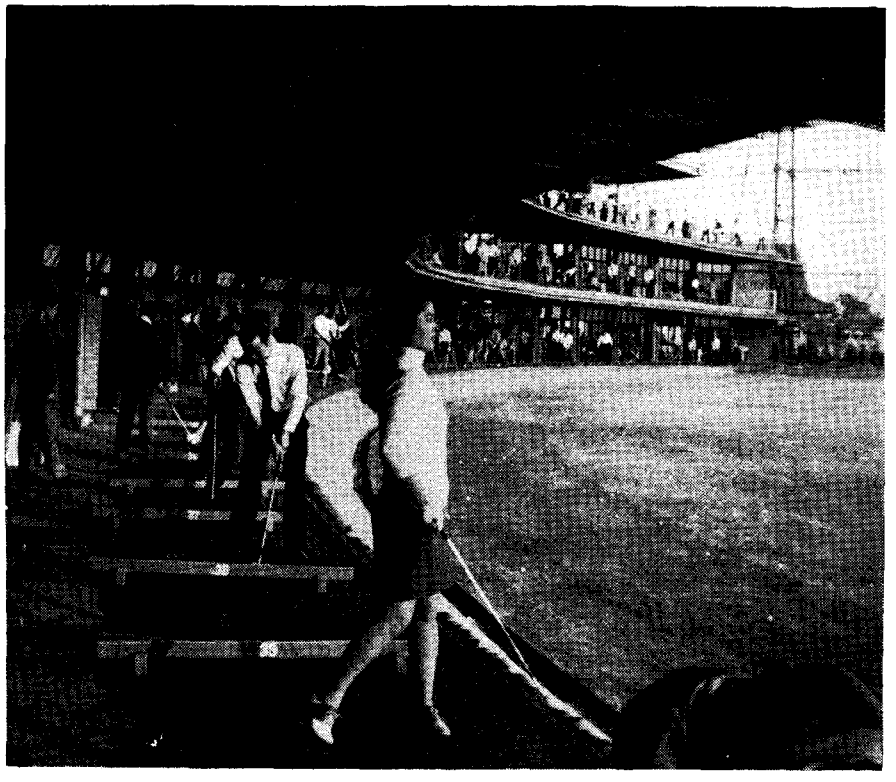
Mayor Yamada then arranged for us to meet with Mrs. Shinzo Hamai, widow of the former mayor, who had been our good friend for twenty years. Mrs. Hamai and her grown daughter are in good health. Mrs. Hamai took us to see the newly dedicated bust of her husband at the entrance to the Memorial Museum Building. It was a fine head, emphasizing the man's gentleness and compassion.

We also paid our respects to Mrs. Sadamu Takahashi, widow of one of the doctors active in the Hiroshima Maidens project. Mrs. Takahashi is now engaged in a wide variety of activities and is in good health.

Our other functions in Hiroshima were mostly centered on the annual convention of the United World Federalists of Japan. Nowhere in the world today is the federalist movement stronger than it is in Japan. And nowhere in Japan is the movement stronger than it is in Hiroshima. And for good reason. No city understands better the imperatives of the Atomic Age than Hiroshima. The people of Hiroshima know there is no answer to war unless international anarchy is replaced by world law in matters pertaining to common dangers and common needs.

The program of the Japanese world federalists has special meaning for Japan's position in the world today. The country is becoming increasingly torn between those who are totally opposed to any rearmament, citing the new Japanese Constitution that renounces war and the means of war, and those who believe Japan must become a major world military power. The federalists recognize the need for Japan's national security, but they believe such security can be provided only by a creative security system under a strengthened United Nations.

In returning to Hiroshima, therefore, I had a sense of coming to a city whose place in history would rest not just on its experiences with atomic horror but on its leadership in seeking world peace through world law. —N. C.



Hiroshima, like other Japanese cities, has a golf driving range with hundreds of slots and fully automated ball dispensers.

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An essay review of "The Uncompleted Past," by Martin Duberman (Random House, 374 pp., $7.95)

Voice for Troubled Intellectuals

by WILLIAM M. WIECEK

Can white middle-class Americans learn anything from the sufferings of their black fellow-citizens? Can adults understand the protests of their offspring in the schools and universities, so many of whom are bitterly disaffected by the society they will inherit? Can all of us, whatever our age or race, draw any lessons from our own past? These are certainly among the most important questions that will confront us in the late twentieth century, and we ignore or evade them at our peril. Martin Duberman, in the essays that comprise *The Uncompleted Past*, takes them up and offers us some tentative answers that are not reassuring.

Duberman correctly sees himself as representative of "many Americans (and especially those with backgrounds similar to mine—white, middle-class, Northern, liberal/radical, university trained), [who] not only share the concerns of these essays but also have shifted priorities between them in a way comparable to my own."

On these concerns—history, black Americans, radical youth—Duberman speaks with impressive authority. As the author of the prize-winning *Charles Francis Adams* and *James Russell Lowell* he is easily one of America's foremost young historians and biographers. He has contributed immensely to our understanding of the racial dilemmas of the 1960s with his "documentary drama" *In White America* and a collection of essays on the abolitionists, *The Anti-Slavery Vanguard*, which he edited. As a "liberal/radical" polemicist writing in the pages of *The New Republic*, *The Atlantic*, and *Evergreen Review*, Duberman has emerged as a voice for the intellectuals who are troubled by America's prospects.

Unfortunately for all of us, *The Uncompleted Past* is a non-book. It consists of disparate, unrevised articles and book reviews Duberman has written over the past decade, spliced with editorial notes that do not provide topical coherence. These pieces are arranged around three major themes, each the topic of one section of the book. In the first, Duberman speculates on the relevance of historical writing in America. Next, he records the shift in his commitment from the civil rights movement of the early Sixties to the New Left. Last, he offers some scattered thoughts on the "crisis" of the universities. Many of these writings are provocative, and almost all are good reviews or essays, but taken together they lack any sustained coherence. They are merely scattered commentaries on events of the Sixties, and they cry out for amplification. Duberman raises more questions than he answers satisfactorily.

Many historians are currently beset with doubts that history is possible or relevant. These doubts are shared by their students and readers. Prodded as much by their own concern as by the skepticism of their public, some historians are seeking to justify their work in a society troubled by evils so pressing that recapturing of the past seems at best an unprofitable diversion of the nation's intellectual resources.

These doubts have nagged Duberman for over a decade. His progressive disenchantment with history's value for the present is summed up in the concluding lines of this book:

> For those among the young, historians and otherwise, who are chiefly interested in changing the present, I can only say, speaking from my own ex-

WILLIAM M. WIECEK is an assistant professor of history at the University of Missouri at Columbia.

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perience, that they doom themselves to bitter disappointment if they seek their guides to action in a study of the past. Though I have tried to make it otherwise, I have found that a "life in history" has given me very limited information or perspective with which to understand the central concerns of my own life and my own times.

After expressing his misgivings that historians can accurately report what happened in the past or offer explanations of it that rise above the level of banality, Duberman tackles the more difficult question of its relevance to our contemporary problems. He sees history's value as merely incidental and peripheral: "it makes us aware of the potential range of human behavior; it educates us in humility by showing how difficult it is to understand—and therefore to judge—men and events," and "it prevents others from claiming that history conveys clear-cut lessons." Earlier (1965) he had thought that history, supplemented by psychology and philosophy, might provide some rough guide to action. Today he feels we might better spend our time trying to understand the present by studying the present, since the light thrown by the past is so flickering and uncertain.

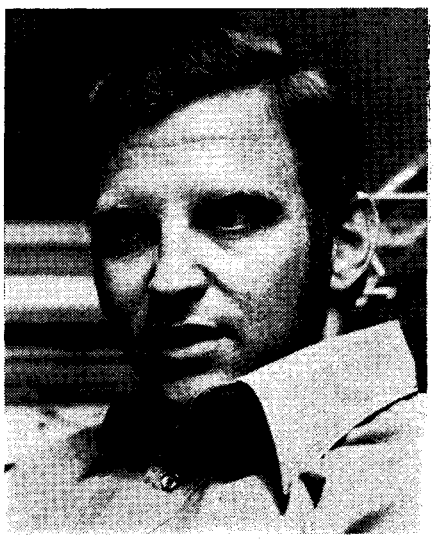
This view comes close to assuming that utility is the highest criterion for history's relevance. But utility, as Duberman elsewhere recognizes, has never been the sole justification for reading or writing history. It is as much worth doing for its own sake as fiction, poetry, or drama. There is no more reason to quarrel with one who reads Duberman's *James Russell Lowell* for pleasure or inspiration than there is to fault another who reads *The Book of Common Prayer* for the same reasons. History is one particular way of seeking truth, and it seems axiomatic that the truth is worth pursuing irrespective of any practical use that may be made of the result.

Furthermore, men bring to historical reading their own widely differing standards of relevance, many of which a writer cannot foresee. Today we derive meanings from Macaulay's *History of England* that may have been alien to its author's purposes. Writings about the past, as well as the past itself, speak to different men in different ways; readers draw their own morals. We would be inconceivably poorer if we refused to write about the past merely because we questioned its applicability to our transient purposes.

Even if we demand that historical study justify itself by being useful to us, more can be said for it than Duberman will allow. History is helpful in a negative way when it rebuts misleading analogies. The late Sir Lewis Namier, possibly Britain's greatest historian in this century, once said with as much truth as paradox that men "imagine the past and remember the future." He meant that men read into the past the characteristics of the present, and draw on erroneous analogies from history to predict the course of events. A thorough knowledge of history is the only corrective for the dangerous effects of this backwards-and-forwards mythologizing. Perhaps this was what Duberman had in mind when he said that history could immunize us from those who insisted that it conveyed clear-cut lessons.

Expecting history to furnish positive action programs for the present is unreasonable, as Duberman concedes. History can do little more than stimulate our thinking, taking us out of ourselves and our time momentarily so that when we return we can see our difficulties in a different light. Duberman once thought it might give us more: "If we are aware of the consequences following upon certain decisions in the past, we will be better able, in approximately equivalent situations, to make more considered choices in the present." History, however, is seldom so obliging; it is usually a Delphic oracle, whose answers to our questions can be treacherously ambiguous. But it does tell us something about men who lived outside our times, and we can profit from their experience and learn much about the possibilities of being human. We can see how others met the challenges facing them, and thereby gain the courage to meet those facing us. This is an important service of history, and if we scout it we are the losers.

We cannot know who we are, how we came to be where we are, or where we are going without knowing whence we came. Man is, in part at least, what he has been. He cannot escape or ignore his past, though he may overcome it. The past has shaped our present and will continue to shape the future. To put it another way, as Faulkner's Gavin Stevens did in *Intruder in the Dust*, "The past is never dead. It's not even past."



—*Ellen Levine.*

Martin Duberman—"intensely involved with the issues of his times."

Reflecting Duberman's de-emphasis on historical writing and his increasing interest in journalism and polemics, the middle essays of the book deal with the demands that Negroes and white radicals are making on America now. These essays typify the shift in the "liberal/radical" objectives that took place between the palmy days of the civil rights movement in its integrationist phase and the racial discords of today. This change of priorities is neatly summarized in Duberman's observation that young radicals now "care much less about participating in the American Dream . . . than about restructuring it." In this part of the book the author stands as a paradigm of his times, yet it is the least satisfactory of the three sections.

The earlier essays, written in 1965, contain a note of innocence that seems dewy today. They express their author's admiration for black men who faced down white bigotry, such as Sammy Davis, Jr., and James Meredith, and his distaste for black racists like LeRoi Jones. By 1966 a note of pessimism had crept into Duberman's writings. The civil rights legislation of 1964 and 1965 made little impact on the problems of black Americans; Meredith was shot in Mississippi; Negro youths found separatism more attractive than nonviolence and integration. But Duberman's pessimism gives way to apocalyptic visions in the concluding lines of a mid-1967 review of Martin Luther King's *Where Do We Go From Here?*: "The national prognosis remains poor until something—probably only an event of catastrophic proportions such as a major war or depression—plunges us to a level of despair, and thus of self-confrontation, which could, ultimately, lead to renewed health."

During the same period, Duberman's interests turned to the New Left. He saw in its emphasis on community and decentralization and its animus to bureaucracy some preferable alternatives to the bigness and impersonality that characterize our society. He does not think that the young radicals will be able to effect any lasting change in American society, but he has little hope for us if we refuse to listen to their message.

These essays leave the reader dissatisfied. Their subjects are too close to the present to permit any reflection on their long-term meaning; at the same time, they are too remote from

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us now to be of current topical significance. They therefore have a dated quality. For example, Duberman's earlier views on the prospects of radical political action would surely have to be modified by three recent Chicago conventions: New Politics in 1967, the Democratic Party in 1968, and SDS in 1969. Yet not a hint of these, or of Duberman's reactions to them, appear in these unrevised essays. Recent writers on black nationalism (Theodore Draper, *Commentary*, September 1969), the Black Panthers (Ronald Steel, *New York Review*, September 11, 1969), and the cultural conditioning of American youth (John W. Aldridge, *Harpers*, October 1969) tell us so much more about topics that Duberman had earlier touched on that his writing seems anachronistic. He apparently assumed that his articles and reviews could be strung together in chronological order to produce a thematic unity, and that they could stand without revision. This leaves him unnecessarily exposed to the charge that events have overtaken him.

In the last section of the book, "The Crisis of the Universities," Duberman included two essays that should be required reading for everyone concerned with the future of American higher education. The first describes an experimental seminar he conducted at Princeton as an alternative to present pedagogical methods; the second defends student radicals from their detractors.

In the experimental undergraduate seminar on "American radicalism" Duberman dispensed with grades, exams, reports, and required reading. Its meetings, he believes, were best described as "bull sessions." He tried to see if students could not better educate themselves by selecting their own reading from an annotated bibliography and by leading their own discussions. In accordance with his belief that "the chief function of a university should not be, as is currently assumed, the accumulation and dissemination of knowledge, but rather the encouragement of individual growth," Duberman used his experience with group therapy sessions to deepen the exchange among students so as to involve their feelings as well as their minds.

He was not entirely satisfied with the results of the seminar. It was a "qualified success" because many of the participants became deeply engaged in their studies and experienced the emotional commitment Duberman values so highly. They were able to question their fundamental assumptions and values. On the negative side, however, the students proved disappointingly diffident in accepting the in-

(*Continued on page* 83)

Book Forum

Letters from Readers

Dynamic Strategy

I SYMPATHIZE WITH TOM DRIVER'S irritation at Jacques Ellul's *To Will and To Do* [*SR*, Dec. 13]; however, the book says something worthy of exposure and debate, and as the translator I would like to hint at this briefly.

The American Church, faced with the Black Manifesto, the Vietnam war, and civil rights involvement, is still in effect operating helplessly on the old assumption that the going morality with a few corrections is the will of God, and that life for the religious person can be a series of ethical decisions. Both these assumptions are completely swamped by the organic dynamism of the problems, which simply do not yield either to the old loyalties or to mere ethical analysis.

Situation ethics attempted a more flexible analysis. Our very competent ethical specialists in the American Church live their careers in the interest of an improved set of ethical concepts, but all of this remains theoretical. It offers no *modus operandi* whereby the Church and the individual believer can continue to find dynamic and fluid answers to dynamic and fluid questions.

What Ellul does, using some of Bonhoeffer's ideas fleshed out by his own sociological knowledge, is to re-emphasize the dynamic strategy made possible by Christianity's "living God." This does not do away with ethical analysis, but it does avoid fixed systems which cannot stand against the changing tide. It also gives the Christian some better means of relating morals to God.

C. EDWARD HOPKIN,
Philadelphia, Pa.

Fasting and Halitosis

CONCERNING ROBERT ROSEN'S review of Robert Milch's book *How To Be An American Jew* [*SR*, Dec. 6], it is necessary to point out that fasting on the Jewish Sabbath is absolutely prohibited, with the rare exception of the coincidence of the Sabbath and the Day of Atonement. Therefore, one must conclude that either Martial was unfamiliar with Jewish practice, or, since he observed that Jews abstained from work and mundane pursuits on their Sabbath, he must have assumed that they also abstained from food.

What is interesting about the reference to "the breath of the fasting Sabbatarian Jews" is that if the sensitive Roman nostrils of Martial were offended by any odors emanating from Jewish mouths, it most probably had nothing to do with fasting. Jews in ancient Rome, as in the Near East, seasoned their food with plentiful amounts of garlic. The irony here is that for well over a thousand years now authentic Italian cooking could not have existed without this same ingredient; thus, the two most typical features of Italian cuisine originated outside of Italy—garlic from the Orient, and (according to tradition or legend) spaghetti and other forms of *pasta* from China, courtesy of Marco Polo.

ARTHUR BORSKY,
Silver Spring, Md.

For Future Reference

THANKS FOR YOUR KIND words in the Reference Book Roundup [*SR*, Dec. 6] about *Reference Books: How to Select and Use Them*, edited by Saul Galin and Peter Spielberg. It would be a great help to all readers and to us if you could mention that the book is available in a Vintage paperback at $1.95 as well as in the $7.95 Random House edition.

SAUL GALIN,
Brooklyn, N.Y.

YOU COVERED SO MUCH territory that it would be miraculous if small errors had not crept in. The editor of the *Esperanto-English Dictionary* is named Wells, not Welk.

MARK STARR,
Esperanto-Inform-Centro
New York, N.Y.

THE INDICATED COST ($795) of *A Dictionary of Symptoms*, by Dr. Joan Gomez is quite puzzling. AMA intervention? Symptomatic of inflationary hypochondria? Limited edition? Or what?

CLYDE VANAMAN,
Boardman, O.

EDITOR'S NOTE: *Missing period. The correct price is $7.95.*

The Tail of Foss

THE SUCCESS LAST YEAR OF YOUR READERS in determining the sex of Cottontail encourages me to offer them another literary—or perhaps artistic—puzzle. All of us all our lives have been accustomed to seeing Edward Lear's cat Foss equipped with only a stump of a tail. Lear pictures him often, and in various poses—gardant, couchant, passant, rampant, and en route to Boston—but always "stumpy."

In her biography of Lear Vivien Noakes reproduces the last photograph that was ever taken of him, with a caption stating that Foss had just jumped down from his lap. Under Lear's left hand I seem to see a perfectly normal striped cat's tail. Is there perhaps a superstition in the Highlands that the ghost of his missing tail appears to a cat to warn him that he is soon to die (as Foss did)? Or perhaps, less romantically, was Lear's companion the photographer's cat and not his own?

OLIVER M. WILLARD,
Eugene, Ore.

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European Literary Scene

Robert J. Clements

Peter the Great, who did so much to bring the Byzantine Russians into contact with other cultures, would be amazed and delighted at the vastness of the translation industry in his homeland today. The Soviets' systematic programs for even the most minor languages and literatures probably make their coverage more extensive than that of any other country. This explains why Russians so constantly discuss problems of translation, especially among the more sophisticated languages. As for the less familiar tongues, the Soviets sensibly follow the system of having a linguist provide a literal version to be refashioned by a professional author.

Convoking a panel of its own best translators, *Soviet Literature* turned them loose on such premises as Nabokov's controversial claim that "The most clumsy literal translation is a thousand times more useful than the prettiest paraphrase." Understandably, Nabokov's English version of *Eugene Onegin* generated much debate. The late, great Anna Akhmatova was quoted as declaring that Nabokov did not do justice to *Onegin* in English, "for the simple reason that had Pushkin wished to write his novel in prose rather than in verse, he was quite capable of doing so." Even though the panelists acknowledged that a literal rendering of poetry has some advantages, they felt that some (apparently symbolist) poems require in addition the reproduction of style, imagery, meter, rhyme, and sound. "What conception of Poe's *The Bells* would the translator convey who made no attempt to reproduce the tonal richness of the poem? What would remain of Mayakovsky's *Left March* if the translator told us merely what the poem was about without evoking its marching beat?"

Translation from Russian to English is difficult, it was conceded; the ternary meters (dactyls, anapests, amphibrachs) so common to Russian verse are hard to work with in English. "Also, since English words tend to be about half the length of Russian words, the smooth, lilting rhythm of the Russian original may emerge as an erratic gallop."

Several of the major issues discussed by the panel were raised by Yevgeny Yevtushenko in a poem read aloud by Tom Botting, both in Russian and in his own translation:

In free translation nothing's wrong,
since love with license never trifled,
but let the music once be stifled—
you gain a lie and lose a song.

Translation needs no jugglers' trick
but poets' right to transformation!
No school-book changes, narrow, slick,
can ever be interpretation.

Pedantic words are mean, uncouth.
We want more music, free creation!
A poem always tells the truth,
but don't believe a trite translation.

Has our century's literature of protest done such a good job of reforming society that its mission is accomplished? Flemish writer Louis-Paul Boon, compared by his compatriots to Faulkner, thinks it has. Since the early Forties, when he gave up housepainting and turned to composing kaleidoscopic novels, Boon has been protesting society's wrongs in such works as *The Suburb Grows* (1942), *My Little War* (1946), *Little Chapel Road* (1953), and *Summer at Ter-Muren* (1956). While Britain's angry generation decried industrial towns in the Midlands, Boon protested life in the Belgian city of Aelst. Now he feels that "in our prosperous society, to attack social wrongs, as I often did in my novels, is no longer quite so necessary. The accent is now much more on the solitude of man, and that's what I want to fight from now on." His weapon will once again be the paintbrush. As reported in *Delta*, "at the opening night of a recent exhibition of his erotic paintings, Boon ceremoniously and definitively handed over his quill to the Muse of Literature, a young woman clad in white."

Peter Ling's anthology *Gentlemen at Arms* (Peter Owen) consists of literary portraits of soldiers, ranging from Plutarch's vignette of Alexander the Great to John Whiting's play *Marching Song* (1954). Many major authors are represented—Froissart, Shakespeare, Byron, Tolstoy, Hemingway—and many a veteran of this century's several wars will find a bit of himself in the officers and men portrayed. In the wake of the current publicity about My Lai, Whiting's work comes across with a disturbing actuality. His soldier-hero Rupert Forster admits to a large-scale atrocity during a tank platoon's invasion of a small town. When a crowd engulfs and immobilizes the tanks, the trigger-happy invaders mow them down: "The note of the children's cry changed and was in mercy drowned as the motors started up and we moved forward. They say 400 were found dead. It was a children's colony I was told later. . . You always get such things in modern war."

Wrote ex-soldier Whiting in an introduction to his play: "The incident of

"I'm putting you on a diet of restricted social comment."

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the massacre of the children has been taken by some people as a sort of parable. It is not. It is intended as fact. Such happenings have occurred in Europe in the week I write this."

With satisfaction we report the appearance in Greece of Emmanuel Kriara's *Dictionary of Popular Medieval Greek Literature, 1100-1669* (Athens, Kollaros). This may not seem especially exciting, but then, in Greece there's not much news to choose from. As Arthur Miller observed last June, "Not one book by a contemporary Greek author has been published in the last two years. I judge it probable that this represents not only the results of the state censorship, but of the resolve of Greek writers to withhold their works while the present régime persecutes their colleagues."

By the way, can our Mr. Spiro Agnew still believe, as he was quoted as saying by the *Baltimore Sun*, that under the military oligarchy "independence exists"? Why don't the reporters of the maligned *New York Times* and *Washington Post* ask him a few pertinent questions on this?

An important literary event in Germany is the issuance of the final novel of Peter Härtling's trilogy, which began with *Niembsch* and *Janek* (Stuttgart, Henry Goverts Verlag). This volume is called *Das Familienfest oder das Ende der Geschichte* (The Family Celebration, or the End of the Story). Although he was born in 1933, Härtling is fascinated with the last century and with his setting of family life in Württemberg. The narrative technique turns on a collage of conversations, monologues, letters, memoranda, etc. Chronologies and viewpoints shift under the *force majeure* of memory. Härtling's use of memory has likened that faculty, in one critic's phrase, to "a net thrown out to catch fleeting reality."

Compared to such Gruppe 47 prodigies as Härtling, the Saxon Peter Bamm is a weathered veteran of German letters. Before settling in Baden-Baden this essayist, journalist, and humorist served as a doctor and surgeon in China and on the Eastern Front. A writer who approaches serious matters with humor and gentle irony, he has been called a literary doctor whose pills contain gall but are not bitter to the taste. This characterization is once again justified in *Adam und der Affe* (Adam and the Ape), published by Stuttgart's Deutsche Verlags-Anstalt. These brief essays, ranging from man's origins to his dubious future, show a humanist groping with the complexities of anthropology, sociology, and

(*Continued on page* 86)

Criticism

LITERATURE AND THE SIXTH SENSE

by Philip Rahv

Houghton Mifflin, 445 pp., $10

IN THIS BOOK PHILIP RAHV, one of the founding editors of *Partisan Review* and now a professor of English at Brandeis, offers us the results of his labors as a literary critic over the past thirty years. Many of the essays here assembled appeared in the two previous collections of his criticism (*Image and Idea* and *The Myth and the Powerhouse*), but more than a dozen of them have not been published before in book form.

Among the latter is Mr. Rahv's famous article "Paleface and Redskin" on the great duality in American literature between those of our writers who, like Whitman and Dreiser, have been devoted to energy and conduct and those who, like Emily Dickinson and Henry James, have been devoted to sensibility and theories of conduct. His equally famous "The Cult of Experience in American Writing" points out how frequently our classic writers have found, with a great shock of recognition, a most remarkable mystery and romance and redemptive power in experience, thus revealing the difference between themselves and their European counterparts, who have tended quite easily to assume that not to take the fullest advantage of the world is to make a considerable mistake.

Indeed, were one systematically to enumerate these essays, it would be very difficult to resist the impulse to speak of first one and then another as "famous." The essays on James and Hawthorne, on Gogol and Tolstoy and Dostoevsky, on Freud and Kafka and Mann, make up a body of work that has been a powerfully educative force on the American scene for the better part of a generation.

Philip Rahv lacks Edmund Wilson's extraordinary range of learning, but, like Mr. Wilson and Lionel Trilling and Alfred Kazin, he belongs among that small band of critics who, in dispensing with arcane vocabularies and "methodologies," have each chosen to address the generality of cultivated people and simply to talk, as "a man speaking to men," about the various ways in which literature illumines the human mystery. Again, Mr. Rahv is like Edmund Wilson in the consistency and liveliness with which he has used in his own work that faculty of the mind which he calls the "sixth sense"—the historical imagination, the sense of cultural reality as bearing always upon itself the pressures of inheritance and change and development. It is this perspective that constantly controls Mr. Rahv's thought, and, in the absence of any "historicist" dogmatism, it makes for perceptions that are often very rich indeed, as in the autopsy he performs on the proletarian literature of the Thirties, or his "Notes on the Decline of Naturalism."

Nor is Mr. Rahv, for all his determination simply to be "the common reader," without theoretical interests. Their thrust is not strong enough to place them in the foreground of his work, but the brilliant essay on "Fiction and the Criticism of Fiction" amply indicates how deft and competent he can be when he elects the role of theorist. Here, he offers a bilious response to the notion that the techniques of the New Criticism for dealing with modern poetry could, in their emphasis on the primacy of symbolism and metaphor, immediately be applied without real difficulty to such massive structures as are presented by a Stendhal of a Tolstoy, a James or a Dostoevsky. Both Mr. Rahv's common sense and his sixth sense lead him to register a vigorous objection, and the elegance and cogency of his argument make one wish he had more frequently ventured into the thickets of theoretical debate.

What emerges, in short, from this long and beautifully wrought anthology of thirty years' accomplishment is an image of a man at ease with his own intelligence and in full command of the central traditions of modern literature.

It is also apparent that, for all its strength and grace, Mr. Rahv's intel-

(*Continued on page* 78)

FRASER YOUNG
LITERARY CRYPT NO. 1378

A cryptogram is writing in cipher. Every letter is part of a code that remains constant throughout the puzzle. Answer No. 1378 will be found in the next issue.

AVIPPIZ OP FI RFER IMTIKR-

IRF LURFOLX, YUJ FI PFEVV

AI XVUJOUSPVC PSJTJOPIZ.

—KFIPRIJRUL

Answer to Literary Crypt No. 1377

A dog teaches a boy fidelity, perseverance, and to turn around three times before lying down.

—ROBERT BENCHLEY.

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Phoenix Nest

Edited by Martin Levin

Higher Forms of the New Thriller #3

WE FACED each other in the dingy room on Friedrichwilhelmhohenzollernstrasse, two stout, middle-aged men in grubby raincoats.

"Where do you get your raincoats?" I said.

"Where do I get my raincoats?"

"Yes."

"Does it matter?"

"No."

I looked out the window at the dirty snow falling on the street. It was dirty before it fell on the street. It must have been dirty to start with.

"Why are you on Friedrichwilhelmhohenzollernstrasse?" he said. He cleared his throat. It must have been difficult for him to say.

I turned from the window and looked into the World War I revolver he was pointing at my stomach. "Does it matter?"

"No."

"It's rather ironical, actually. I thought Friedrichwilhelmhohenzollernstrasse was in West Berlin."

"It is."

"Oh?" There was a knot of apprehension in my stomach.

"It is also in East Berlin."

"That explains it. I turned left instead of right. I always get left and right mixed up. Silly, really." I was talking too much.

"Sit down." He gestured wildly with the revolver.

"After you."

He groped behind him for a kitchen chair and sat down slowly. One of its legs broke. He picked himself up. I had missed my chance. I was always missing chances. It was symbolic, really.

The snow was changing to dirty sleet. "You're not British, then," I said.

"Oh, yes."

"You are British?"

"Yes."

The knot of apprehension in my stomach tightened. "But I'm British."

He sat down slowly on another kitchen chair. I sat down slowly on a kitchen chair. There was a kitchen table between us. The room was some kind of kitchen.

"What room is this?" I said.

"The Department's."

"The Department's."

He had watery blue eyes. They stared into mine. "The Department's," he said.

"The Department's," I said. The sleet was changing to rain. I laughed.

"Why are you laughing?" The revolver swung in a crazy arc.

"It'll turn out all right."

"It will?" His voice slid up and down the scale. "It's bloody nonsense. Bloody nonsense, that's what it is."

He was cracking. "You're from the Department?" I said loudly.

"Yes."

"So am I."

He looked at me slyly. "How do I know?"

"The price of margarine is going up," I said.

"What?"

"The price of margarine is going up."

"What the bloody hell do I care?"

We had to get to the bottom of it. "That's the recognition sign," I said harshly.

"Oh." He passed his hand over his face.

"What's the response?"

"I'm trying to think." A piece of the ceiling fell off and broke on the floor. "I can't remember," he said crossly.

"What were you sent here for?"

"To kill someone named Brown."

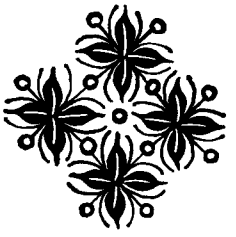
"Brown?"

"A stout, middle-aged man named Brown."

"That's my code name," I said.

The sound of his heavy breathing filled the room. "What were you sent here for?"

"To kill a stout, middle-aged man named Smythe-Henderson."



"That's my code name," he said suspiciously.

"It's my real name."

"What?"

"Smythe-Henderson is my real name. What's your real name?"

"It's Brown, actually." He looked confused.

I leaned forward on the table. "That's what we're looking for. The list of code names."

The edge of the table began to split. I leaned back. It had never been this bad before. I tried to think. There were muffled, crashing noises in my head, as if people were moving about in the

(*Continued on page* 85)

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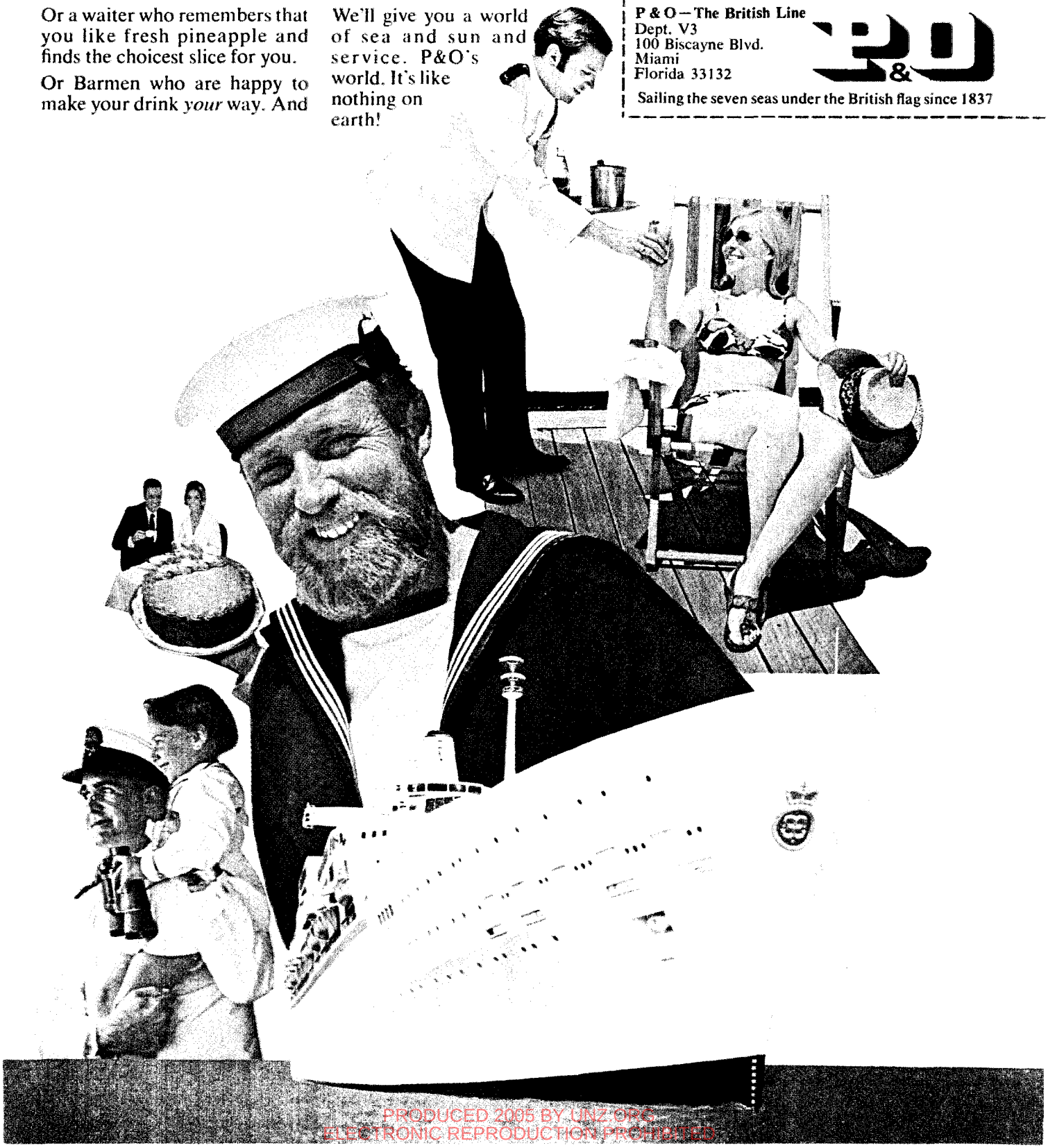

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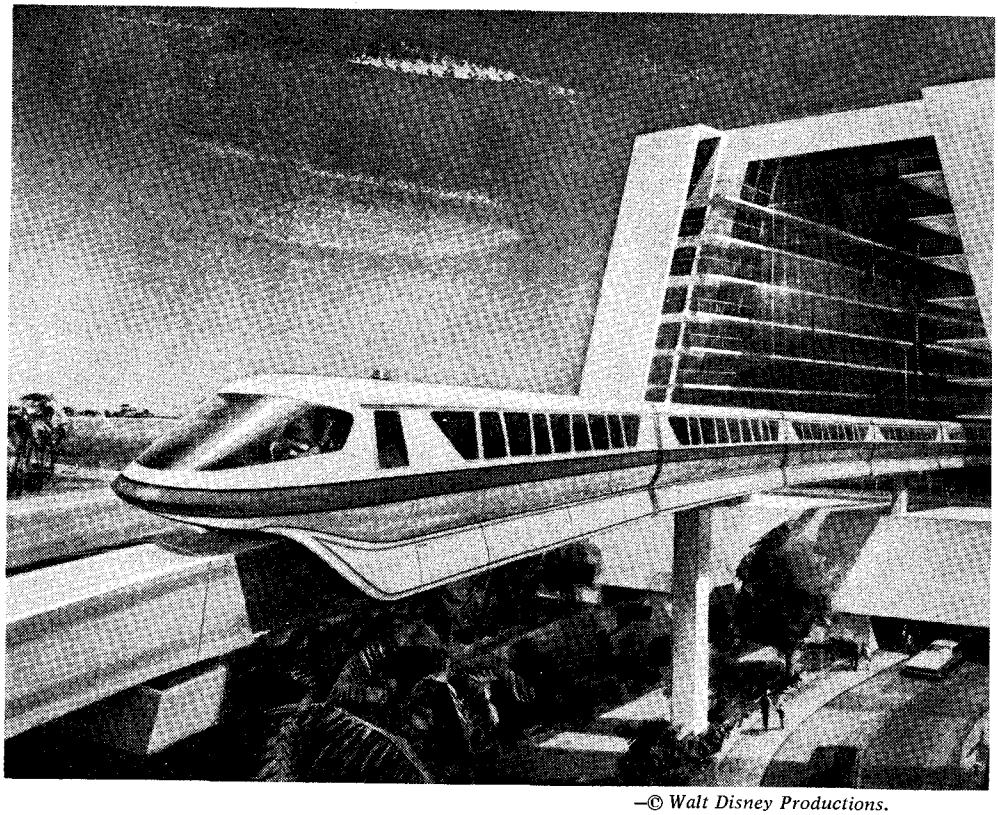

—© *Walt Disney Productions.*

The new decade will bring a new Disneyland, this one in Florida, complete with a monorail to whisk visitors through hotels to the "Magic Kingdom" theme park.

Will It Be the Soaring Seventies?

by HORACE SUTTON
and DAVID BUTWIN

Sometime next month the first Boeing 747, its wings wide enough to provide the real estate for three spacious ranch houses, its seats filled with more than 300 passengers, flying under the colors of Pan American, will lift its three-quarters of a million pounds off the runway at New York's John F. Kennedy Airport and head for London at 625 miles an hour.

That first whoosh of air through its four huge engines will begin a new decade in travel, an era which, ere it's done, will sparkle with all sorts of gadgetry—enormous jumbo jets, supersonic planes, trains pushed by propellers, boats that ride a cushion of air across the North Atlantic in a day, planes that land like helicopters, helicopters that will lift eighty-five passengers from Boston to New York at 265 miles an hour, and ultimately jet belts that will propel individuals from here to there in a manner unseen since the days of Buck Rogers.

If the dollar doesn't spiral into the stratosphere and cause a world-wide depression, the Seventies seem certain to be a time when more earthlings than ever before will venture from home to see the other side of the planet, or merely the other side of the province. Whichever, they will be impelled not only by the exciting new modes of transport, but by the shorter work week that is shrinking to four days of labor, by the enforcement of early retirements, by youth's spend-it-now-worry-about-it-later philosophy, and by the availability of more spendable money.

"Let's face it," says one economic analyst. "This has been a profitless prosperity. All the money we made we spent in Vietnam. If you take the Forties, Fifties, and Sixties rolled into one, you can say we have been on a wartime basis since 1939. If the war ends in Vietnam, if we take off the surtax, there's $19-billion that will stay in the pocketbooks. The ingredients are all there for an explosive decade."

The delivery of Boeing's long-heralded 747, almost as the decade begins, is providing a dramatic launching to the ten years that may become the Soaring Seventies. The largest airplane ever designed for commercial use, the 747 is nearly a hundred feet longer than Boeing's 707 Intercontinental jets. The top of the tail stands five stories from the runway. The old 707 would take 149 passengers. A typical payload on the 747 might be 374 passengers and their

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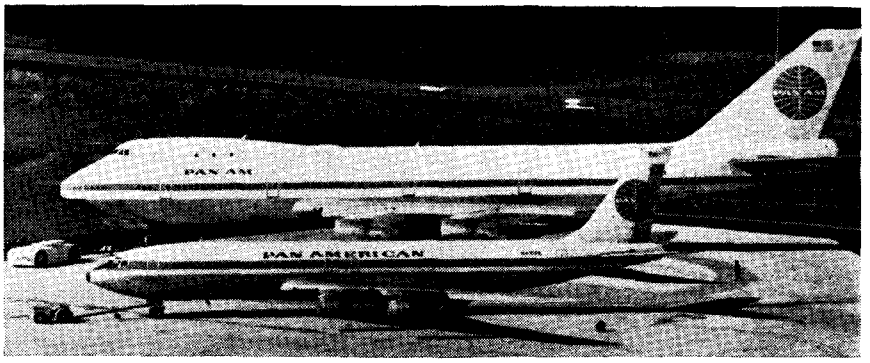

Boeing 747 outstretches the 707 by 79 feet, and the door is twenty-four steps up.

Jumbo's upstairs lounge can be a first-class salon or a separate stateroom.

Passengers on Douglas DC-10 will never be more than one seat from an aisle.

baggage, plus up to 40,000 pounds in freight. Its engines generate twice the power of those that pull the old jets. Yet they are smokeless and generate less noise.

On a recent proving flight from Everett, Washington, to New York, passengers climbed twenty-four steep steps to enter the front portal. It was like boarding a ship's gangway at high tide. The airplane's builders have stretched the plane so wide that its sides are almost straight, eliminating that oft-maligned tubular aspect of most airplanes that gave the willies to those prone to claustrophobia.

Two aisles run the length of the plane, curving sharply in front like the prow of a ship. In tourist class where the seats seem to undulate in endless acres like August corn in Iowa, clusters of galleys or lavatories (there are twelve) separate the seats into zones. The seats are three abreast off the port aisle, four abreast in the center section (with an aisle on each side), and two abreast off the starboard aisle. The movie screens are six feet wide, and fingertip tuning at one's seat will bring in twelve different channels. Perhaps the most entrancing fillip is the upstairs lounge that is reached by a spiral stairway from the the first-class section up forward. Depending upon the airline—and some thirty have ordered the plane—the lounge may be used as a children's playroom, as a private conference room, for separate staterooms, or as a first-class salon. Doubtless the day will come when some companies will line the lounge with seats and sell them.

At Everett the parts of the 747s are assembled in the world's largest building, an enormous facility painted in an assortment of bright colors that are supposed to lift the spirit of the workers and lessen their fatigue. Now at 22,000, the payroll will jump to 25,000 as production begins to accelerate. Soon the plant will be turning out one mammoth 747 (at $23-million each) every four days, reaching "the rate," as it is reverently called, of one plane every two-and-a-half days. Once the planes are put together, they are painted in the airline's colors (a step that often adds 500 pounds to the overall weight) and moved out on the line. In the bright winter sunlight at Everett, the sparkling planes are already lined up in impressive double rows, wearing the colors of Pan American (which has ordered thirty-three of them for a total investment of $765-million), TWA, Lufthansa, Air France, and BOAC.

Despite the enormous investments made in this new aircraft, the 747 is sure to create sticky problems for the airlines that must fill the seats and pay for the planes and for new equipment

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to service them; for the airports, which will have to be redesigned; for cities, which will have to provide new means of transportation into urban centers; and for hoteliers, who must provide rooms for the travelers about to descend—if all the predictions are correct—in locust hordes.

Sitting in a tourist seat (two inches wider than the 707 seat) four miles above Montana in one of his new 747s the other day, William M. Allen, Boeing's sixty-nine-year-old, lean, tan, clipped chairman of the board, had this to say:

"Obviously the airline must operate the 747 on routes that will justify this size airplane. When an airline buys an airplane they should buy it for the midpoint in the life cycle of the airplane, not for the initial year or second year. I don't see that the airplane is too large for the purpose we had in mind for it, namely transcontinental, over ocean, or even some segments of transcontinental travel. There's got to be a time when the airlines get used to handling this many people, and that's going to take some doing. The lack of hotels, access roads, and terminals are all problems. If we are ahead of the travel cycle, that's where we want to be. We want to be the leader. Whether the market for this plane is readily available depends on the acceptance of the airplane and the routes it is put on."

But some highly placed airline officials, including those whose companies have made huge investments in the 747, have grave doubts about it, and the doubts range from the heavy economic drain it places on the airlines to the highly questionable factor of public acceptance. Here is Blaine Cooke, senior vice president for marketing services for TWA, whose company bought fifteen 747s.

"It is often asserted that this airplane represents some major watershed point in airline history, and I suppose in a way it does. In another way it really is just a bigger airplane. Much has been made of it. Obviously the manufacturer is very much interested in selling a lot more of them than he has. The single obvious fact about it is that it's wider. Obviously it's longer, too, but length is something you can add to current generation aircraft. Width is the essential quality. And this is not by any means to be taken as trivial because it does represent a change in environment from the typical tube configuration of airplanes, and I think, particularly given expected load factors, it will appear more spacious and will appear like a damn barn, with vast reaches of empty space inside it. Economically, there is no excuse for the airplane. An industry that had a rational control over its own technology would not introduce the 747 at this time because there's no need for it. It's an airplane at least five or possibly ten years ahead of its time in terms of growth of the market.

"The airplane is imposing on the airlines a degree of economic stringency that I think is literally unprecedented even in the checkered history of this business, and in fact may result in bankruptcies of some airlines, either bankruptcies or mergers. Another illusion which has been fostered is that the 747 will reduce costs. There's some truth in this, because it will have a lower seat-mile cost, when you get enough people in it. Ultimately, it will be a lower-cost airplane, but initially it will not be.

"There's a tendency to overlook the fact that you don't just buy an airplane, you've got to buy all the gadgets that go with it. And this is an airplane which nothing fits. The trucks you use, the stairs you use, the jetways you use, the holding rooms you use—none of the ground equipment which has served other aircraft will serve this one.

"The associated ground costs are so high that in my mind there's no possibility that this airplane will produce reduced fares. In fact, there's no possibility, no rational possibility, of reduced fares under any circumstances. I don't think airline fares can go anywhere but up just like all other prices in an inflationary economy. The only question is whether they'll go up fast enough to save some disaster. There are other aspects of the airplane, at least problematic at the moment. It is generally assumed that this will be an extremely popular airplane with passengers. I think there's little doubt that this is true, little doubt at least that it will be a popular airplane, since all new airplanes are always popular with passengers. The question is not whether it will be popular; the question is how popular. Because this airplane confronts this industry categorically with a question that we've never faced before, and that is to what extent can you substitute size for frequency? Or putting it in your passengers' terms, how long will a person wait to take a 747? Will he wait fifteen minutes, will he wait a half an hour, will he wait two hours, will he wait half a day? This is an extremely critical question in terms of airline economics. Now if the airplane has a commanding preference among the public, the solution will be relatively easy: just get rid of all your other airplanes—you may go broke in he process—and schedule these as you see fit. They're so popular that people will wait to get aboard. I don't think that's going to happen. I would guess that, after the first blush of curiosity and business wears off, the typical air traveler will not be willing to wait as much as an hour to take the 747 in preference to another airplane."

Cooke's pessimistic attitude about the 747, valid or not, doesn't represent an industry-wide opinion. One of the most partisan boosters of the new plane is Najeeb Halaby, the former head of the FAA in the Kennedy administration, who is now president and chief executive officer of Pan American. But even Halaby, who is called "Jeeb" by his friends, has taken some twitting on the matter of the 747s. When he rode a recent test flight, a photographer got a picture of him sitting alone in a sea of empty seats in tourist class, which his airline must fill if it is going to make a success of the new plane. An enlargement of the picture was pasted onto a layout for a spoof ad, together with the headline JEEB IN THE PROMISED LAND.

To Jeeb Halaby even the problems of those 300-odd seats give promise. In his dark-paneled office high atop the Pan Am Building recently he said:

"Not being able to fill the plane is going to draw passengers to it. We have adopted a rule that we're not going to put a passenger in the middle seat until the whole airplane is eighty-five per cent full. So the very thing that they fear is going to be something of a drawing power. You will not only have more elbow room, more head room, more tail room, but you'll have an empty seat next to you. Our adversity is the passenger's opportunity except on those flights where more than eighty-five per cent of the space is booked. For example, the armrests in that middle bank of seats all come up, so a seven-foot basketball player can lie down there and sleep on a lightly loaded plane. There is just so much space that your mobility is greater; your feeling of getting up and walking around and being in a natural place rather than an unnatural confinement will be tremendous."

Cooke: "It is alleged that it is more

"How long will a person wait to take a 747? Will he wait fifteen minutes? Will he wait half an hour? Two hours? Half a day?"

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comfortable, principally because it is bigger. Because it is bigger, it holds more people. What will the public reaction be about riding with that many people, particularly after the first one piles up and 400 people are killed? The actuaries project a loss of something like five of these in the first two years of operation. This just projects experience, and they have been remarkably accurate. Indeed, they have to be; they're paying off on these accidents. Now what the public reaction will be to that, I have no idea. It may be one theory, I suppose—at least one I've thought of—that if a guy's going to get killed he doesn't much care whether he gets killed in the presence of 100 other people or 300 other people. But on the other hand, there is a certain horrific aspect of a disaster of that magnitude that maybe will drive people away."

Halaby: "A great deal is going to depend upon the early response to the airplane—the first few flights. Did all this new baggage-handling equipment we're installing get the baggage on the plane? Was it an on-time departure? Were there any incidents? Worst of all, were there any accidents? Almost all major new airplanes have had a training or introductory accident. We've gone through the most systematic and enormously expensive flights to prevent the training or introductory accident in this airplane. Our experience has given us reason to believe we will not have that problem on our airline.

"Secondly, there won't be, except on very rare occasions, a full load of passengers. When people use words like disaster—an accident is a disaster if there is only one person or ten or fifty—it doesn't become any more of a disaster because there are 365 people in it. I think the most frequent disaster is on ferryboats. I mean disaster in the sense of the largest number of people lost in one event. It's fascinating to me how many ferryboats have been lost in the Sea of Japan, the North Sea, the Philippine Sea; the number of train accidents involving hundreds of people, and, of course, the steamship disasters that are quite numerous. Occasionally, a volcanic eruption becomes a massive disaster. I think the public is more disaster-proof than one might think. This wouldn't be a precedented type of disaster, but it would be a disaster nonetheless, and tragic nonetheless. We'll do everything we can to prevent it."

Despite the doomsday talk, it must be said that the 747 and the jumbos that will follow it, the Douglas DC-10 and Lockheed's L-1011, will all incorporate some of the most sophisticated technical aids ever put aboard an aircraft. The 747 can put a flight plan through a computer system and, once in the air, switch the enormous plane onto automatic pilot. Thereafter, the device can take the plane across the United States or across the ocean and perform an automatic landing. Boeing's Allen thinks that the new technology will offset many of the delays that have plagued aviation almost since its commercial inception. Jackson McGowen, president of Douglas Aircraft, hopes that automatic devices will eliminate the problems caused by fog and clouds. "The big problem in the future," he says, "may face the pilot after he's on the ground—trying to find the terminal in the fog. Getting down will be easy."

The DC-10, which will be flying commercially by the end of 1971, is a tri-jet capable of holding 270 passengers in first and second class, or 345 people, all economy. Should it lose two of its three engines en route to Hawaii, at the precise point of no return it would be able to continue to Honolulu or turn back to the West Coast on one engine. If the automatic pilot malfunctions, it has three other stand-bys. Like the 747, the DC-10 will have two aisles running the length of the plane, but in no case will a passenger be more than one seat from the aisle. The galley is in the basement, that is, on a deck below the passenger section, and will be brought upstairs aboard an elevator. McDonnell-Douglas has orders for nearly a hundred DC-10s and firm options for another hundred. The biggest users will be United Airlines, which has ordered thirty planes, and American, which will use twenty-five.

Says American's Jack Mullins, vice president for marketing: "We look upon the DC-10 as a better aircraft for our purposes. The number of markets where we can use the 747 more effectively than the DC-10 are few — because the DC-10 with its 270-odd seats will accommodate most of our markets most of the time. About the middle of the 1970s we anticipate having a need for 100 DC-10s."

Lockheed's L-1011, also a tri-jet, will carry a mix of 280 first-class and tourist passengers over a range of 3,260 miles at speeds up to 620 miles an hour. It, too, incorporates routine automatic landings under all weather conditions. It claims a navigation system that will guide the plane to quicker landings than are possible with current airliners. Lockheed, too, likes the galley below decks, but it will put it on the main passenger deck for those airlines that prefer to have the kitchen nearer the passengers. First deliveries to airlines begin in the fall of 1971.

K. E. McMullen, Lockheed's vice president in charge of the L-1011 program, says, perhaps with a sense of relief: "The 747 is in for some headaches. It will be first, and it will have to put up with the waiting for the improvements."

The Airport Headache

The only airport in the world really prepared for the 747 is Orly in Paris. Admittedly this situation both pleases and confounds the airlines people. A notable foot-dragger at such international events as world's fairs, France began to cope with the jumbo jet problem two years ago, now has one satellite terminal ready for joint use by Pan Am and TWA, and will have a second satellite ready by next May in time for the arrival of the first Air France 747. Telescoping bridges, twice as wide and six feet higher than those used for the 707, are already in place, and a moving sidewalk will connect the jumbo jet spurs to the main airport.

Dr. Joseph Smith, a psychologist who deals in motivational research for airlines among his other customers, says: "I submit if we put all our energy and muscle to work I firmly believe we can deal with the problem of discharging twice as many passengers from an airplane. My God, we just put a man on the moon, and this is really not that complex either from a technological view, or a practical view, or an application view. It's a lickable problem. What it requires is the recognition of its importance and the willingness to commit the effort against it."

Not many cities have displayed either recognition or much willingness to meet the arrival of the jumbos with suitable space. An informal survey of airports conducted by *SR* showed these plans and accomplishments:

"I firmly believe we can deal with the problem of discharging twice as many passengers from an airplane. My God, we just put a man on the moon."

FRANKFURT, GERMANY, will unwrap the first part of its elegant $178-million airport this week, with more than ample room to dock a score of 747s or even bigger craft. A $27-million, high-speed luggage conveyor capable of handling 16,000 pieces an hour and three moving sidewalks to rush passengers

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from terminal to apron are being made. Hangar No. 5, biggest in the world, could hold the Eiffel Tower prostrate, but, more important, six 747s.

WASHINGTON'S DULLES is one of the few airports designed from the start to handle outsize craft and needs only minor modifications, namely the stretching of pavement, to give the 747 a little more room to maneuver. Under consideration are curbside conveyors for baggage check-in and pre-checking of luggage at the downtown terminal. Congress, meanwhile, is looking at a rapid transit service to Dulles.

SAN FRANCISCO INTERNATIONAL is adding a third passenger terminal building, while the two existing ones are expanded and the parking garage is enlarged from 2,700 to 8,000 stalls. A freeway now under construction, when finished, will alleviate traffic congestion for a few more years.

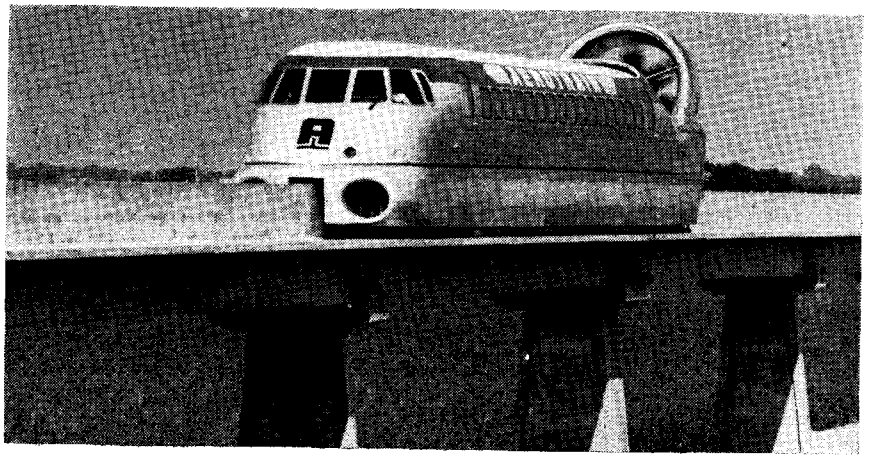
BOSTON'S LOGAN AIRPORT opened a new terminal building last month, and two more will be completed by 1973 at a cost of $100-million.

LOS ANGELES INTERNATIONAL'S new streamlined clearance system will stall passengers coming in from foreign locations for no more than two minutes at a booth representing public health, immigration and naturalization, customs, and agriculture, another 8.5 minutes if a second stop for baggage inspection is ordered. Two 747 gates will soon be ready. A pair of new freeways and three entrances to the airport through tunnels beneath runways and taxiways are planned.

CLEVELAND'S HOPKINS INTERNATIONAL passengers like the year-old rapid rail service that does the eleven-mile run from downtown to airport in twenty minutes. When Cleveland joined Tokyo and Brussels as the only cities linked to airport by fast rail service, it anticipated 2,000 riders a day. It has doubled that figure consistently.

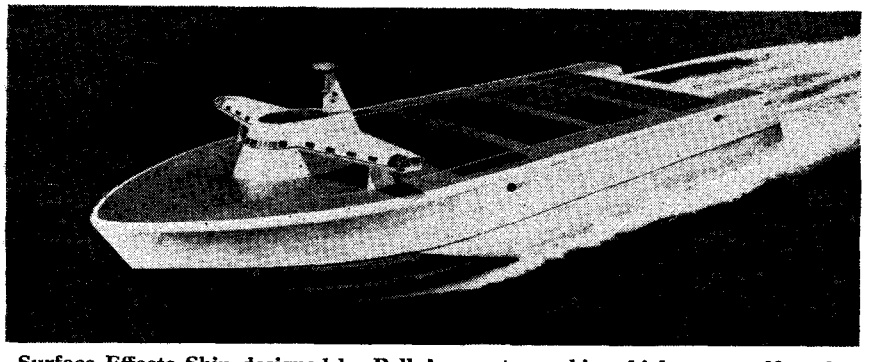
PHILADELPHIA INTERNATIONAL will have its $200-million expansion completed by the nation's bicentennial in 1976. If a driver parks his car in an airport lot, he'll be no more than 1,000 feet from the plane he's about to board.

Beyond the deep-rooted problem of terminal facilities are the corollary difficulties of moving even more hordes of people and their baggage through such presently overcrowded airports as Chicago's O'Hare and New York's John F. Kennedy—and, once that is accomplished, of transporting them from terminal to town. American Airlines,



Propeller-driven French Aerotrain blows along on an air cushion at 156 mph.

Ford's land cruiser blends sleekness of sedan with amenities of mobile home.



Surface Effects Ship designed by Bell Aerosystems skims high seas at 92 mph.

Powered by turbine engine, new-look GM bus will be rolling in three years.

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—*Bruce Barbey, Magnum.*

Telescoping bridge awaits 747 at Orly in Paris, the only airport ready for jumbos.

for instance, has in readiness a sophisticated, computerized baggage system called Docutel, on which it has been working for three years. Here is how American's Jack Mullins explains it:

"If you were a passenger and you arrived at JFK, a Skycap or our agent would take your bag and give you a check. He would then place this bag into a container which is like a tub. He would type into a computer where that bag is to go, by just hitting a few digits. Magnetic impulse carries it to a sorting area. On arrival at destination it is held until you call for it. Your baggage claim check, when inserted into a slot, will call up the bag, delivering it to a choice of locations: the parking lot, at the curb, at an inner-line connecting point."

Even allowing for the times the computer sends your bag to Anchorage, while the airline deposits you in Tulsa, the system is not only ingenious, but it is definitely apace of our technological times. The trouble is that it is expensive, and American is reluctant to install it at Kennedy Airport because the entire roadway and parking system will have to be changed, and *that* project hasn't even been begun yet. American, to use it as an example, will have its first 747 in June, but its baggage system, at the most optimistic estimate, will not be in operation until January 1972.

Howard B. Johnson, the thirty-seven-year-old heir to the ice cream and motor lodge business, who is expanding his company in enormous strides to keep up with the rush of the Seventies, has dire views of the days ahead. "Now just for example," he says, "you realize that there are already 35,000 to 40,000 people working at Kennedy right now, and they're talking about getting up to 100,000 people working at the site. And on Saturday and Sunday they have traffic jams just from the people coming out to visit Kennedy. Well, you're going to have to spend billions of dollars on the airports just to get the people to the planes. The hordes are going to bury us."

It is quite true that passengers have missed their planes both at Los Angeles International Airport and at Kennedy because they couldn't get through the traffic jams inside the airport grounds. Passengers aboard the proving run of the first Boeing 747 may have made it from Seattle in four hours and five minutes, but they were stalled in traffic for half an hour just trying to *get out* of the airport. The rail link from New York City, which has been contemplated for years—a line already goes out to the nearby Aqueduct race track —was approved only last fall. Nine miles of track is needed to connect the fast rail service with New York City's Pennsylvania Station, but even if work begins tomorrow, the line won't be operational until late in 1972, barring delays.

Even considering the necessity of such a rail line to ease the automobile traffic, the project has been meeting with the customary criticism from local residents whose cause is championed by politicking local statesmen who object in hyperbolic oratory to "a low-flying railroad" speeding dangerously through residential areas merely for the benefit "of a few select Manhattan residents."

It is just the marshaling of such partisan local objection that has beaten down the possibility of a fourth jetport in the New York area, which had once been proposed for Morristown and later Solberg, New Jersey (a state that recently and incredibly instituted a head tax on travelers using its Newark Airport), Somers, New York, and the abandoned air base at Newburgh, New York, about which Governor Rockefeller himself recently expressed some doubts. Says Halaby, "The most serious problem we have is in airports and airport access. For ten years we tried to get the jetport sited and nobody wanted it, and yet everybody wants the results of it. People are believing that airports are a menace rather than a facility. They think of another runway at the airport not in terms of providing more convenience to more people but in terms of providing more noise to a handful of neighbors. They're not thinking of this train to Kennedy as a way to permit perhaps forty million people instead of sixteen to use Kennedy—the greatest good for the greatest number. They're thinking, well, maybe if that train goes by my apartment it will wake the child, and they're having more success in blocking transportation improvement."

All manner of imaginative ideas have been broached, including an offshore airport in the New York area similar in concept to, but even bolder than, Kai Tak in Hong Kong and Faaa in Tahiti, both of which were built into the sea.

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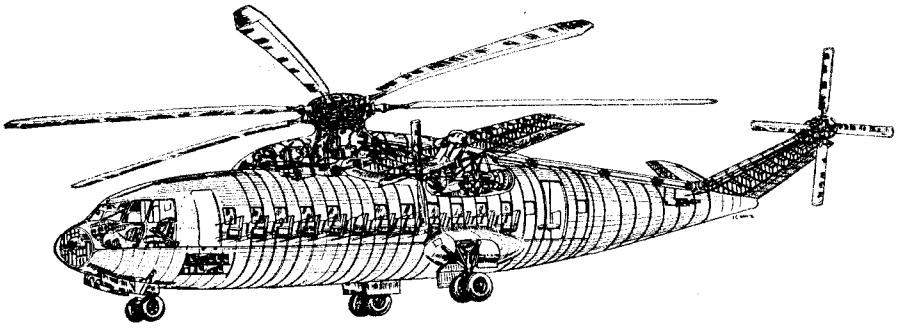

Sikorsky's maxi-helicopter, still on paper, could solve short-haul problems.

One plan suggested by designer Lawrence Lerner would place a nine-mile-long structure in the ocean bottom five miles off New York that would be capable of handling ships as well as planes. Hydrofoils and perhaps Hovercraft would provide some of the linkage to the mainland even as these new marine devices are being suggested for such water-girt cities as San Francisco and New York.

A Vocabulary for the Seventies

Long before the current decade is halfway spent, the public will be required to know the rudiments of a new technical language about superjets, jumbo jets, supersonic aircraft, and, perhaps oddest of all, the appellations given to those aircraft that take off and land in bizarre ways. Jumbo jet is the term given to Boeing 747, the Lockheed L-1011, and the Douglas DC-10. A flying machine referred to as VTOL takes off and lands vertically. V/STOL can take off vertically, but, should a runway be available, it could fly off with more people aided by a relatively short roll down the tarmac. STOL has no vertical capabilities; it uses a short distance in which to get off the ground.

V/STOLs and helicopters will figure prominently in managing airport transfers during the coming years. One version of the V/STOL (for vertical/short take-off and landing) has been developed by Textron's Bell Aerosystems Company of Buffalo. This weird bird (see cover) is powered by four propellers that look like electric fans. Pitched in the ordinary posture of propellers, they can drive the plane forward at more than 320 miles an hour. With the turboprop engines turned to a horizontal position, the plane can hover or descend like a helicopter. Ling-Temco-Vought, Hawker-Siddeley, Curtiss-Wright, and de Havilland of Canada are also developing V/STOL aircraft that would work well within such tight urban complexes as Boston, New York, and Washington, and also function as fast ferries from existing airports.

Najeeb Halaby says somewhat ruefully: "We could have had a STOLport in operation along the North River this summer if we had not run into serious political problems. We had acquired an option on property at the foot of 59th Street at the Hudson River. We could have put on a Twin Otter twenty-two-seat operation toward the end of next year. But there were fears by some of the more militant neighborhood groups that, if you let in a little STOL, you'd get a huge STOL making a huge amount of noise."

Besides protest, Pan Am has also run into the tangle of jurisdictions, including the hard-nosed Port Authority, with the result that a STOLport in New York is now a good five years away. Charles Tillinghast, TWA's chairman and chief executive officer, says it will never be built because it is too noisy, potentially too pollutive, and would create more traffic problems. "Initially intriguing until one begins to think about the ground traffic problems that would be involved," is the way Tillinghast wrote it off.

Even the most casual observer might wonder, what with all our experience with helicopters in Vietnam, whether a civilian adaptation of a vertical take-off aircraft (or VTOL) might not emerge for civilian use.

Sikorsky Aircraft feels its spacious eighty-five-passenger helicopter, still on paper, can outdo the STOLs. Its thirty-seat choppers are operating in the Los Angeles and San Francisco areas and soon will return to New York skyways. Sikorsky's dream helicopter, the S65-200, would rise on a dime and cruise at 265 miles an hour. "Our aircraft," says Rick Hellyar, who heads the project at Sikorsky, "is at home at the lower altitudes, and for good reason. We don't want to get up into that mess. When we're flying for just fifty-five minutes—the flight time between New York and Washington—we don't want to get up there where everybody else is."

Studying the market for a maxi-helicopter, Sikorsky has met with better reception abroad; U.S. airlines tend to favor the STOL. "In Europe," says Hellyar, "the cities are so much older, much more densely developed, they almost automatically have discounted any kind of STOL downtown service. There is simply not the room. Another reason is that rivers in Europe, famous as they are, aren't anywhere near the size of the Hudson. So there just isn't the maneuvering room a STOL would need."

Although Sikorsky has gotten its most favorable reactions in Europe, it also has a friend, or at least an ally, at Pan American. A vigorous, innovative airline, it is now hard pressed by foreign flag carriers. Its own routes, on which it has been dominant (California to Hawaii, for example), are now beset by competition from other American carriers. As a result, Pan Am, which had earned nearly $40-million for the first nine months of 1968, lost $4.5-million for the same period of 1969.

Sikorsky's Hellyar analyzes it this way: "To make things equal now, Pan Am has got to get into this country. They want domestic service. You've got to give them credit for bravery, because they're saying, 'We'll tackle your toughest problem.' Rather than, 'Give us New York to Los Angeles where we can make a bundle,' they say, 'Give us the short-haul problem.' They have made this position public. I suspect it's going to have a lot of political appeal. It means the government has got to make an appointment and pour money into something. You can be sure Pan Am will fight vigorously. And I think they've got a very strong case. You can be sure that we're going to back them to the hilt. Now, we concede the risk that Pan Am will even favor STOL as being practical. But I think Pan Am has analyzed the situation sufficiently to realize that V/STOL is really the ultimate way to go. Whether they will state that now, with today's equipment or not, I don't know. But I think they tend to look at it that way. So we have to keep our eye on them.

American Airlines is ready to install a computerized baggage-moving system.

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"There is simply not going to be a fourth airport in the New York area. It will never happen."

They could move the thing much faster than any of the other elements. One other consideration. Major reversals in airport building have taken place in the last few months: cessation of work on Miami Everglades and apparently final rejection of the Solberg site. So much time has passed, so much has been built, the civic action type of organization has gotten so far forward that there is simply not going to be a fourth airport in the New York area. It will never happen."

Why Travelers Leave Home

Considering the elaborate hardware that will eventually tumble from the nation's technological centers, and considering the pressure of traffic that will force improvements, there eventually will be some relief for the beleaguered airports and the badgered traveler. In any case, every educated observer of the scene agrees that we are in for an uncomfortable period that will last from two to five years. Whether these abrasions will dissuade people from traveling and persuade them to put their new found expendable income and their new found leisure into other pleasures—buying a swimming pool, for instance, or finishing off the playroom in the basement—is a problem which gravely concerns the airlines.

One who wonders aloud is TWA's Blaine Cooke:

"Have you ever gone out to Kennedy, stood in the International Arrivals Building, watched people come through from the customs and whatnot out into the concourse area? Now most of them, like 70 per cent of them or so, are people who have just come back from a vacation, and what you should expect to see, I would think, is a uniform array of smiling happy faces, everybody joyous, everybody relaxed, everybody happy, and to be sure, you see quite a few people who obviously have had a hell of a good time. But you see a distressingly large number of people who look harassed and sort of overdone, people who look almost as though they were glad the goddamned thing is over, you know."

Then just what is it that impels people to leave the comfort of home for the uncertainties of the road? Dr. Joseph Smith of the firm Oxtoby-Smith, which works in the field of motivational research as it applies to marketing, frames the question like this: "How come a fellow gets out of his warm, comfortable suburban home? He's making a damn good living. The kids are a joy. The crab grass is reasonably controlled. The wife is pretty and unpregnant again. The eats are good. What in the world is impelling him to travel anywhere?"

The answer, psychologists say, lies in the growing discomfort or pain, as they call it, or lack of satisfaction that one gets from sitting home. They don't mean pain in the corporal sense; they mean the reward of what would seem to be a comfortable existence is no longer satisfying. Says Dr. Smith, "You get out because you've got to get away and you think about the popularly used expression, 'I've had it up to here. I can't take it anymore. I'm going out of my mind. I've got to cut.' You move from where you are from time to time because those normally gratifying rewards have lost potency."

One of the most successful impellents, one that seems to twang just the proper nerve, is the ubiquitous Pan American jingle that, in a seemingly endless variation of verses, invites the tired and jaded "for once in a lifetime" to "get into this world." Turn on the car radio, and a happy chorus invites you to:

Leave the train on the track
Take the boss off your back
Leave the gang in a bind
Out of sight, out of mind . . . .

or:

Leave the phone off the hook
Teach the cat how to cook
Be a man, not a mouse
Sell your car, rent your house . . . .

One is invited to blow the strictures and the urgencies of life with such seductive verses as:

Leave the don'ts and the dos
Let a friend fill your shoes
Take a walk with your wife
Make a run for your life
For once in a lifetime
Get into this world . . . .

Whether it really will be possible to deliver these dreams without concomitant frustrations and abrasions is the problem that faces both the traveler and the travel industry today. It may be an unattractive parallel to someone contemplating leaving the comparative comforts of suburban Harrington Heights for the anticipated pleasures of two weeks on the French Riviera, but psychologists, in traditional experiments, are forever sending hungry rats down a tunnel with a promise of food at the far end. En route the rat has to pass over an electric grid, and the shock grows as he nears the food. This situation sets up the classic plus-minus circumstance. How hungry is the rat? How promising the reward? How hard is the shock?

Some observers would like to have us remember that there is nothing new in the difficulties of getting from the mundane *here* to the glamorous *there*. Walter Johnson, chairman of the board of Myers Infoplan International, one of the most vocal members of the travel industry, says, "The question is, 'What are you willing to go through to get to an escape place?' If you realize that twenty-five years ago, or forty years ago, and certainly fifty years ago, the problem of getting somewhere for the summer, if you had a family, was very acute. Father used to stay home all week and commute by train to get to someplace on the Connecticut shore, or in the Catskills, or the Adirondacks, or down on the Jersey shore, and still does, but the whole thing has been so alleviated by the automobile and the highway system that it's vastly different now.

"But I remember when I was a boy, we had a place in Connecticut, near Milford, in a little town called Bayview. I remember going to the station on Friday nights to meet my father at eight o'clock. He was coming from a week of work in New York. We were all there for the summer. Well, he went through considerable in those days to do that because, without automobiles, the packing and unpacking and going away for the summer was an enormous tour. It literally was a kind of deadly tour. Nobody in those days had the affluence to have two sets of things, one for the summer and one at home. So, you physically transferred all the things that you brought: your sheets, your towels, your bed linens, and all that stuff. I think people have an enormous ability to rise above the electric shock or the barrier if what they have at the other end is worthwhile. If what you have at the other end is in a foreign country, in a new climate, a new culture, a different atmosphere, that provides a very substantial stimulus to go through a lot to get there."

There are signs that those who have travel to sell are beginning to appreciate the real problem of the deterrents and are realizing that they will be affected if they are not eased. Says one marketing analyst: "Formerly you would put up a hotel and people would come. You didn't really need to concern yourself with the whys underlying their decisions or ask yourself

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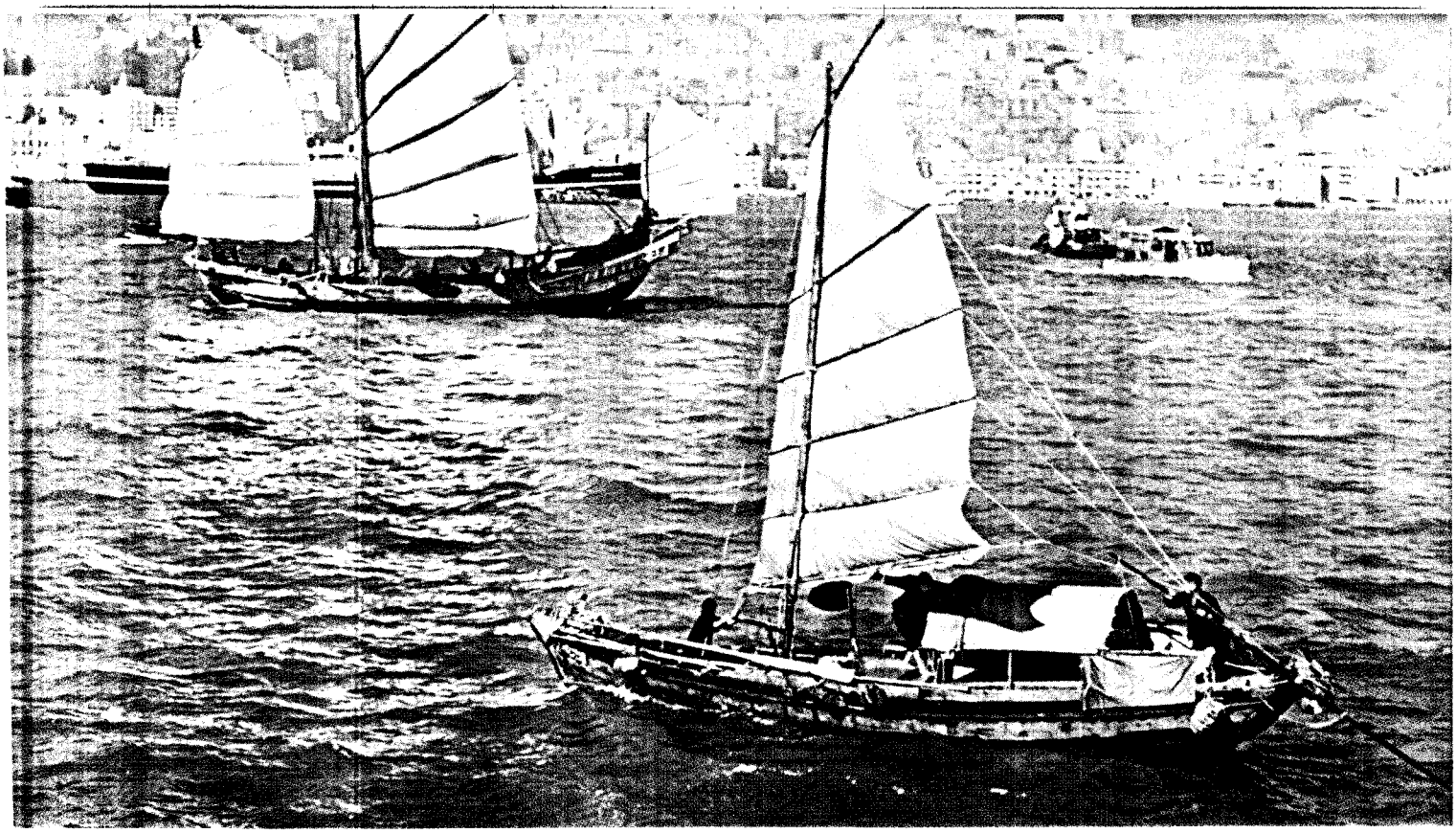

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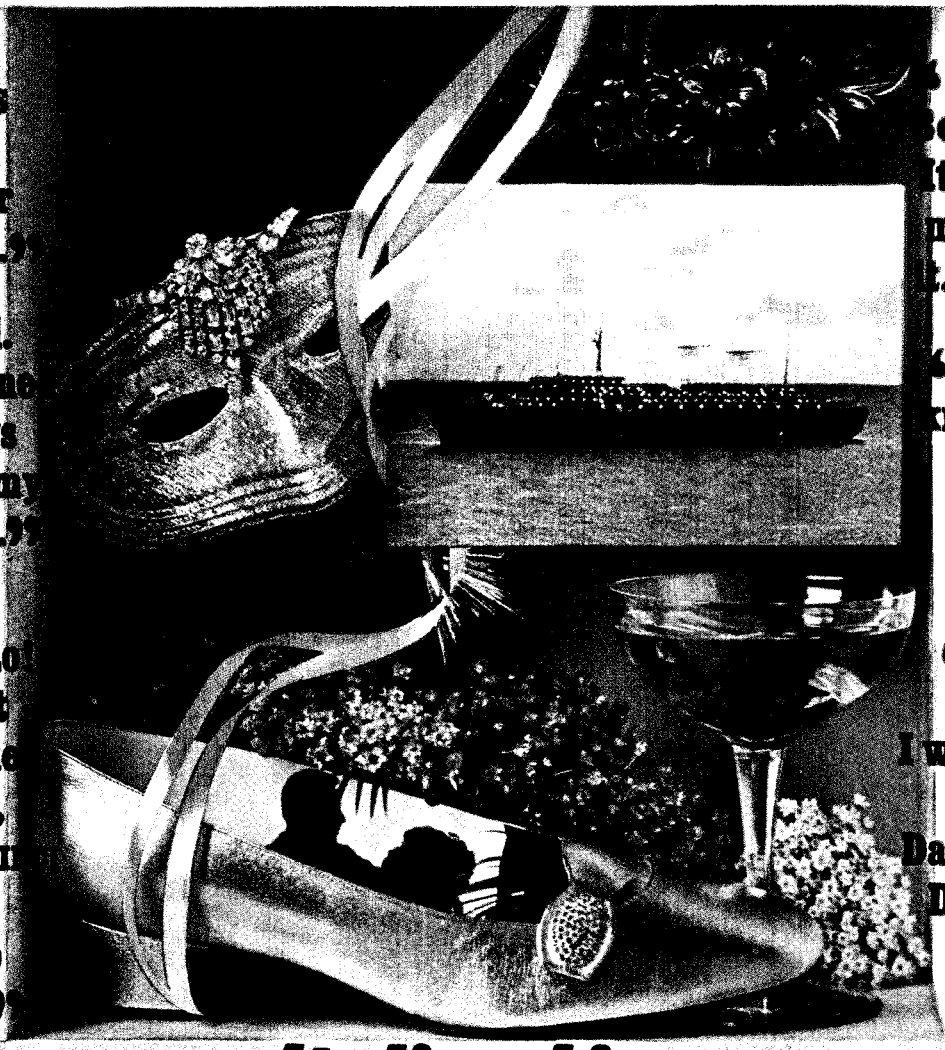

"I asked for a Beef Wellington. It wasn't on the menu, but I got it. Marvelous."

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what they were really buying. You put up a plane from New York to Chicago, and, by God, on Tuesday it would be full. To try to find out why would only divert valuable energy. Now, with the reformation—perhaps that word is too strong—with the change in view, we are very concerned about those damned deterrents. If we let them grow, they may become as potent on the down side as the prospective anticipated reward is on the up side."

Is the Business Trip Necessary?

More important is the stabilization in the amount of business travel and the future prospect of its diminution at the very time that more airline seats are available for sale. For the first time this year pleasure travel, or what the industry calls discretionary travel, grew apace of commercial travel. The 80 per cent of the nation that still hasn't been aboard an airplane will be induced to fly, not for business reasons, but for discretionary reasons.

Recalls Dr. Smith: "It used to be, for example, that getting on a flight to Chicago or to Los Angeles or to Denver was some kind of status accommodation for the businessman. It was an important thing. There was a sense of holiday, a kind of glamour, though the trip was business. I recall very vividly that a medal went with it. My breast was full of all kinds of medals when I flew. It's lush, it's a ball, get out of town, unload a little bit, get off the plane half-t[illegible]nked in the whole atmosphere of celebration, and maybe for a lot of guys the implicit fantasy that the stewardess would slip them her room number when they got off the plane. This was the atmosphere. I think it's less true than it used to be, because more of us take business trips by air. The airplane is now full of project engineers from various defense plants, instead of the chairmen of boards and swinging entrepreneurial guys. The likelihood of running into an Onassis is not nearly as great as the likelihood of running into an eighteen-year-old applicant salesman. So that class isn't quite as relevant. Secondly, it's getting to be a big pain. By that time, I'm too enervated to enjoy the implicit glamour of it. I've got to get moving, get packed, drag out to the airport. You know, the kind of thing that is no longer a novelty. So I think we're getting some satiation of the reward aspect. Perhaps the food is less palatable than it used to be, and furthermore we've eaten enough in the business community."

Finally, all sorts of technical advances are being developed that may prove to be sensible surrogates for business trips. Says American Airlines' Jack Mullins, "We think that television-telephones may well affect us. It's a great concern. We look upon it as a bigger threat to our travel than Metroliners or high-speed highways."

Picturephone conferences may ultimately cut the businessman's air travel.

Westinghouse tried out the Bell Picturephone in its New York and Pittsburgh offices last year, and American Telephone and Telegraph Company hopes to introduce it to a limited number of customers in the early 1970s. How rapidly the service takes hold depends on demand, cost, and how well it is perfected. This latest Mark II set is an improvement on the one that was demonstrated in 1964 at the New York World's Fair. It provides a better picture under poor and normal lighting conditions and makes it possible to alter the field of vision for close-up or wide-angle viewing. The screen is 5 x 5 inches, larger than the first version. It doesn't come in as clearly as a good television picture, not yet. Picturephone units are small enough to fit on any desk top. You dial a Touch-Tone phone, and the customer on the other end comes into view. Picturephone subscribers can have their sets linked to a computer and transmit inventory charts, stock market reports, production schedules, and sales charts on the screen.

Xerox's Telecopier enables a businessman to dial a client or associate thousands of miles away, and, as they talk, it transmits reports or sketches in a matter of minutes directly through the telephone lines. A standard 8.5 x 11-inch document can be passed through in six minutes. RCA has developed a similar device, called Interpolated Voice Data, which can transmit copy and voice simultaneously to overseas offices.

Tomorrow's Hotels

Whatever electronics may be doing to render the business trip unnecessary, its effect on pleasure travel, inciting the urge to see distant places, is more than compensatory. Howard Johnson says: "The desire to get around and see things they've seen and heard about on television is enormous. Television is probably the greatest ad that traveling has. It's like a carrot hanging out of a television tube." The future plans for American hotel chains seem like names dropped from an atlas. Having just opened in Nairobi, Hilton International, which expects to have 100 hotels by the mid-Seventies, will open in Singapore in February, then in Martinique, to be followed rapidly by Düsseldorf, Zurich, and Madagascar. Two hunting lodges that it will operate in conjunction with its Nairobi hotel are under construction near Amboseli, just off the Nairobi-Mombasa road. One is going up right over an old salt lick. Guests will enter through a tunnel and be right over the salt lick, looking down on the game. The other, which is to have a viewing porch, is twelve miles away.

After that, Hilton will move into the touristically fallow continent of South America. William Prigge, Hilton International marketing vice president, has flatly said, "I think South America is the place for the Seventies." But a con-

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"Although people are fond of pointing to Waikiki as a resort where quality has eroded, it seems a case of wring-the-hands and pass-the-concrete."

tender will certainly be the South Pacific where American Airlines, having recently secured routes through Hawaii to Fiji, American Samoa, and the Antipodes, is talking about a back-up hotel program that includes a cooperative venture with the Dillingham Company to build a 1,265-room behemoth beside the Ala Moana Shopping Center near Waikiki. It will be one of Hawaii's biggest, if not its sleekest. "This hotel," says American's Mullins, "is designed about five-sixths for the package tourist and one-sixth for airline crews. There is a big demand for crew rooms in Hawaii."

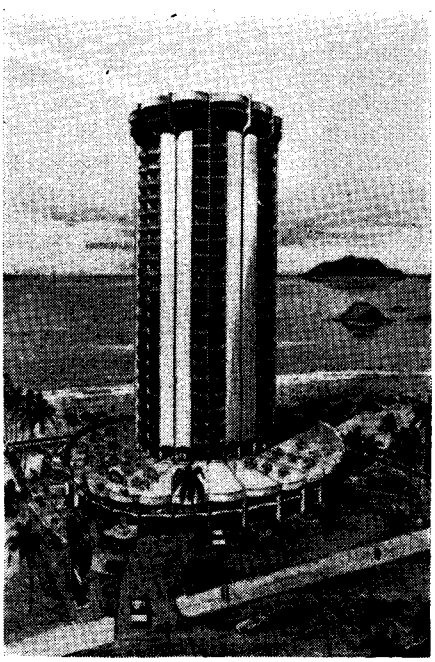
American is about to open a hotel in Seoul, which it built in partnership with the Korean government, and is now casting covetous glances at Samoa, Fiji, and Australia, where a good room is hard to find. "We're very excited about the possibilities of developing the South Pacific," says Mullins, "but we recognize that it can't be done unless there are more hotels. There is just no way. New Zealand is in a little better shape, particularly Auckland. There is only one hotel in Samoa. And Fiji is a delightful place. It just blossoms, it is so pretty."

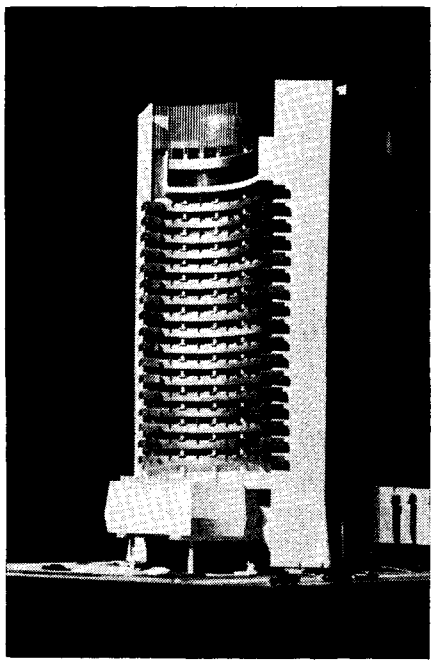
Although many innkeepers and airline people are fond of pointing to Waikiki as a prime resort where quality control has been eroded, it seems to be a case of wring-the-hands and pass-the-concrete. Somewhere on the grounds of the Royal Hawaiian, a new 1,800-room Sheraton Waikiki will rise. Sheraton will also add to the Princess Kaiulani up the block, and will join Hilton in the onetime sleepy village of Kona on the Big Island. In the Orient it will enter the sweepstakes in Bangkok and Singapore and range far afield into Bombay.

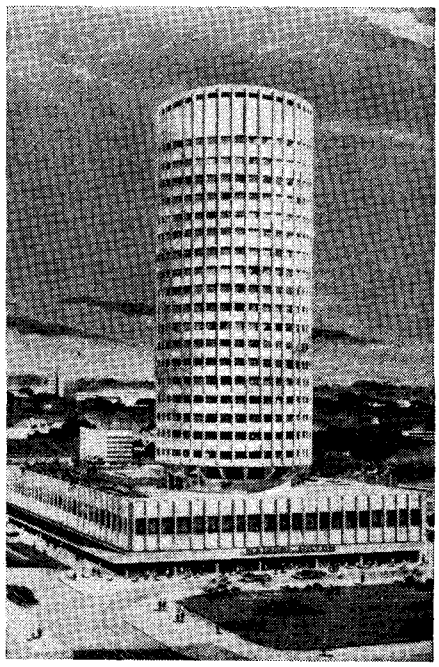
Now a subsidiary of ITT, Sheraton's interests seem more international than ever and, if anything, more vigorous. Says Philip Lowe, Sheraton's new president, imported from ITT, "We plan to tie our future to the tail of the 747 in our international plan for the Seventies." It will run up its flag in Tunis, Istanbul, and Cairo, in Munich, Cologne, Oslo, Stockholm, and Lisbon. Like the other chains it sees a future in South America and has plans for Rio, Buenos Aires, and Santiago. At home, it will stretch a string of forty-eight motor inns across the United States and Canada, and build a convention resort on Harbor Island in San Diego and a 1,500-room convention hotel in Toronto.

Inter-Continental Hotels, the branch of Pan American, expects to double its room capacity in this decade. Interestingly enough, it opens in Budapest in the spring, Bucharest in the summer, and Prague in the fall. It also has 708 rooms opening in Bombay in the autumn, 204 rooms in Ciudad Guayana (the new city of Venezuela), nearly 300 rooms in London. Next year it will unveil lodgings in Zagreb, Teheran, Cologne, Colombo, Stuttgart, Helsinki, and Kinshasa (formerly Leopoldville).

Preston Robert Tisch, the forty-four-year-old president of Loew's Hotels, is the present scion of a family that had its beginnings, modestly enough, in a family hotel in Lakewood, New Jersey. They were a success in Atlantic City. With his brother Laurence, the family maneuvered successfully into the Miami Beach market with the Americana, then into New York with the huge Americana, the slick Regency, and the Drake. It moved across the country to scoop up the Ambassadors in Chicago and the Mark Hopkins in San Francisco. Next May, the Tisch brothers cross the ocean and open the 500-room Churchill Hotel in London, a city sorely pressed for rooms. Says Preston: "We have announced the building of an 1,800-room hotel in London, and our company is looking at other situations.







Hotel architects no longer dote on the square-cut design, a balcony hanging from every room. Now they're all drawing circles. Here are designs for the Holiday Inn at Acapulco, the Inter-Continental in Bucharest, and the Nairobi Hilton.

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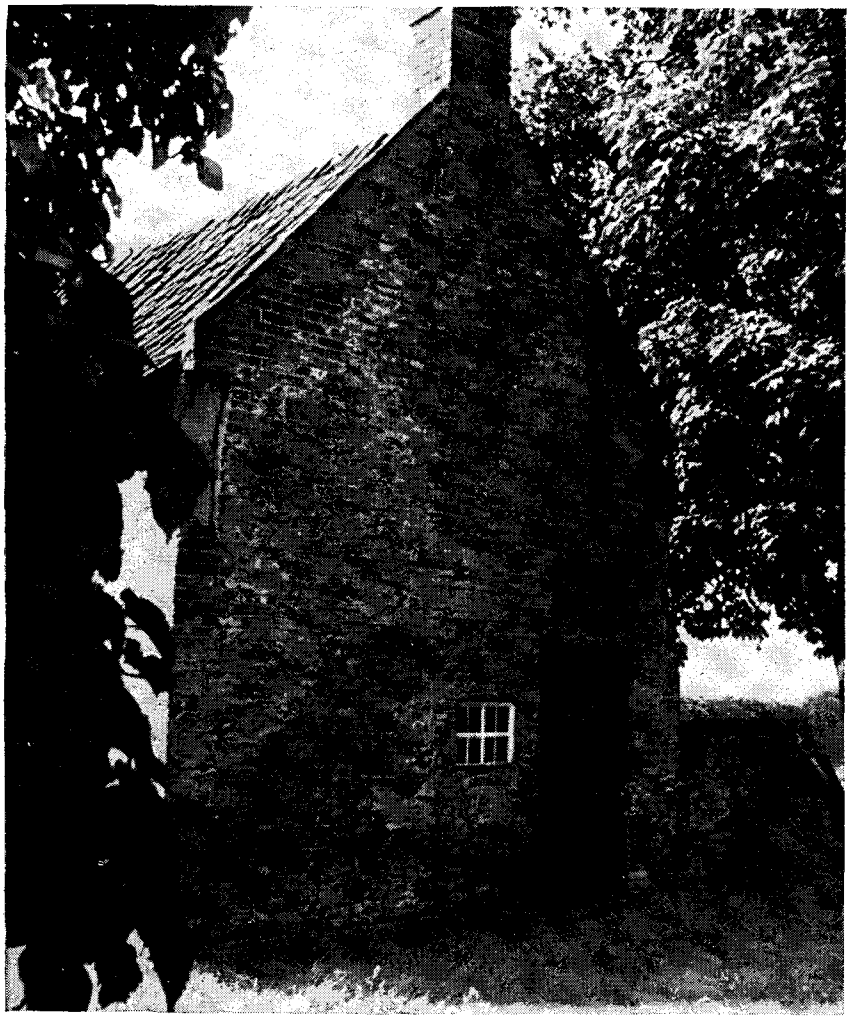
In this little house in England are the roots of America. In Mayflower Year, BOAC takes you back.



In this house William Brewster, William Bradford and the Pastor Richard Clyfton organized the Pilgrims and planned their departure. These historic meetings led to the Mayflower voyage and the landing in Plymouth, Massachusetts. That was 1620. In the year of the 350th anniversary of the crossing, BOAC turns things around and takes you back. Back to Plymouth, England to see where it all started.

And BOAC has put together a unique Mayflower '70 tour for $595 that takes you back, shows you around and includes air fare, first-class hotels, sightseeing and most meals. You'll fly from New York to London on BOAC's exclusive VC 10 or 707 and see Rotherithe, the place where the original Mayflower was actually built. After an on-the-town evening in London, it's on to Southampton where the Pilgrims first sailed out on the Speedwell, the ship that proved not seaworthy enough for the long haul to America. Then, after brief visits to Winchester, the old capital of England, ancient and puzzling Stonehenge, Salisbury, Exeter and Cornwall, you'll arrive in Plymouth.

Plymouth. Where 350 years ago a small group of courageous people set out to find a new life in America. And where their history and spirit is still alive today. Other historical ships will be on exhibit along with a 1620 model town. There'll be an ancestry tracing service which might uncover some interesting things about your past. Plus hundreds of local exhibits, contests and celebrations bringing the past and present together, giving you in 1970 a feeling for what Plymouth, its people and its countryside was like in 1620.

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In the next eighteen months we expect to announce several more hotels in Europe. The big movement, in our opinion—and we're late on it—is going to be to Europe and, to a great degree, to the Far East. If I were younger, I think Africa would be a fantastic continent on which to do business.

One of the most exciting ventures of the coming decade is not Africa, which is already open and doing business, but China. Such astute oriental travel officials as Shigeo Kimura, executive director of the Japan National Tourist Organization, firmly believe that China will open to Western travelers in the Seventies. "The indications are there," Kimura says. "We are already exchanging press people, and although we have no formal relations with China, we are already trading." The facilities for handling travelers are available. What China would need desperately is a refurbishing of hotels. Kimura feels that the opening of the air route across Western Europe to Moscow, and then into the Orient, will change the whole mode of round-the-world travel. For one thing, it will shorten the leg from Europe to Tokyo by three hours.

Certainly there are signs, however faint they may be, of a more conciliatory attitude from the American side. The State Department has indicated it no longer objects if U.S. scholars, students, scientists, medical people, and journalists wish to visit the Chinese mainland. Nor is it any longer against federal law for Americans to bring home goods bought in Red Chinese stores in Hong Kong.

The recent decision by an American group to pay the highest price in local history for a hotel site in Hong Kong indicates that some quarters foresee a detente in our relations with Peking. The opening of China to tourist travel, now perhaps as remote an idea as a journey to Moscow seemed in 1950, would prove a windfall to all the Orient. With the number of American hotels and inns sprouting all over the Far East, no Yankee voyager would have far to journey before coming upon a friendly voice from home.

Already operating as far from home as Djakarta (where they are more likely to serve *nasi goreng* instead of fried clams), Howard Johnson's is building in Amsterdam and looking at sites in Brussels, at London's airport, and in Frankfurt. Says Howard Johnson: "We are going up in the air rather than copy our typical highway locations. It's going to be more of a hotel orientation rather than a typical motor lodge or motel as we know them in the States."

Inter-Continental will go up, too, probably in traditional boxlike exteriors with exotic, indigenous interiors. Henry Beardsley, Inter-Continental's senior vice president for marketing, says wistfully, "It would be great to have a low-rise hotel under the trees, but with the cost of land increasing all over the world, you've got to go up. I think the outside of every hotel will eventually look alike. You may drive up and say, 'Oh, another American hotel,' but, when you get inside, you're going to find the colors and the batiks, so you won't wake up in the morning and say, 'My God, is this Brussels?'"

For the less than luxury market Inter-Continental has a scheme in the works calling for moderately priced hotels in downtown big city locations. They will have smaller-sized guest rooms, one combination coffee shop and restaurant, and the cost will be about $12 a night. The first is destined for London, a second, with 600 rooms, for Nassau. Hilton has plans on the drawing board for small motor inns, expandable from fifty to 250 rooms. Their planners reason that, given good roads and lots of cars, the motor inn will burgeon in Europe as it has in the United States. The French Line, eager to diversify from the moribund endeavor of ferrying passengers across the oceans, already has one motor inn along a country road in Provence. It has opened two large, low-cost, low-rise hotel clubs in Corsica, with such frills as a heated pool, a late-hour discothèque, and lighted tennis courts.

William Fugazy, the energetic, tough-talking president of Diners Fugazy Travel, is all but breathless about a new series of low-cost vacation villages in such off-trail places as Cabo Negro in Morocco, Santo Stefano in Sardinia, and Kusadasi in Turkey. Swimming, sailing, scuba diving, horseback riding, dancing, and tennis are all included in the package rate. There are to be no extras except liquor and souvenirs.

"More and more people are going to travel," Fugazy says, "and they aren't going to be weighed down with a lot of old ideas in travel—clothing, costs, timing, or what they will or won't do when they get there—nor are they going to be satisfied with only the tried and true destinations. Sure, they'll catch Paris, London, Rome, or Tokyo, but they'll catch them on their way to or from a vacation village in the Black Forest, on one of the Greek islands, or on a Scandinavian harbor. The exciting fact is that travel is now going to cover the full face of the globe."

Famous in America for its economical, tidy motel operations, Holiday Inns of Memphis, Tennessee, broke the bonds two years ago and, urged by its senior vice president, J. B. Temple, began to expand overseas. Its familiar green and yellow signs are now sprouting in such unlikely places as Marrakech and Leiden in the Netherlands. It has signed leases or purchased land in Leicester, England; Brussels and Liège, Belgium; Rome, Beirut, Monte Carlo, Stuttgart, among several dozen overseas sites. It has hotels on the rise in San Francisco, Anchorage, and Hawaii. It will hoist the pennant of American moteldom at Singapore, Phnom Penh, Bombay, Kowloon, Bangkok, and Taipei.

At home and abroad Holiday Inns had close to 1,200 shelters at last count, and the count isn't easy because, by Temple's figuring, a new one opens every three days. The goal by the end of this decade will be 3,000, 1,200 of them abroad.

Temple has no doubts about Holiday Inns' chances overseas. "It's going to do just like it's done in the United States," says the homespun mogul. "And for the same reasons." He noted that Esso beat Holiday Inns to the punch in Europe, "but they started out wrong, by building little thirty- to forty-room hotels. You need 100 rooms minimum." Temple claims the only constant with new Holiday Inns is the room itself—with two double beds. "Europeans will just love that," he said. "They aren't used to so much sleeping space." In the coming decade Temple envisions few changes in the Holiday Inns format. "We'll still sleep 'em on beds," he says, but adds, "We will introduce more self-service ice makers and so on."

Some sort of technocracy and some self-service features will have to be incorporated into tomorrow's hotels; first, because qualified help is simply not becoming available as fast as man can build hotels and, second, because the jumbo-sized crowds deposited by jumbo-sized airplanes will make conventional hotel handling impossible. Says Preston Tisch: "It's hard to replace a person with a machine. We did it in elevators when we started to run out of elevator operators. We are putting automatic telephones in London, but we are still short of telephone operators everywhere, especially in New York. We can't do without maids even though in Atlantic City a few summers

"Inside the oft-maligned American-style cheesebox, one will be able to dine and sleep more or less like a native."

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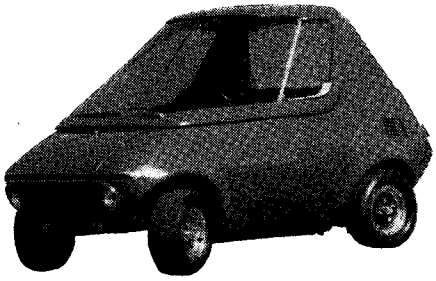
ago there was such a labor shortage that some motels gave guests a two-dollar allowance on their room cost if they would make their own beds."

"We have an enormous opportunity," says Howard Johnson, "and at the same time a terrible problem, and the problem lies in the fact that while you need an ever increasing amount of people to handle the ever increasing business, we're getting people today who are far less interested in serving. If we can't do it with people then we have to do it with machines. We are scratching our heads over the possibilities of precooked and prewrapped foods and self-service. It may take the pleasure out of eating by making it almost a mechanical thing, but this is what we're going to come to when people are more interested in speed than they are in pleasant comfort."

The Japanese, who have been very successful with high-speed trains, are talking about chartering an entire train to handle the passengers from one jumbo jet, much as a boat train conveys passengers from Le Havre to Paris or Southampton to London. Room reservations and check-ins would be handled en route from the terminal (Tokyo's new jetport will be forty miles from the city) to the hotel. Plans for new jumbo-sized hotels call for more than simple high-rise. They will burrow deep into the subsoil, building four or five stories underground. One of these floors will be reserved exclusively for handling large groups, thus taking the crush out of the lobby.

Inter-Continental's Beardsley talks of an all-purpose card that will contain all the salient information about the traveler. A passenger equipped with such a card will check into his hotel either at the airlines terminal building or at the airport before he leaves. When he arrives at his destination there will be no need to register. He just asks for the key to his room—he already knows its number.

A year ago Inter-Continental brought in Professor Henry Barbour as vice president in charge of manpower development and research. Barbour's crystal ball shows bed-making machines, headrests that tilt, mattresses that can be made firm or soft by electric control, statement-viewing screens where you can see the total of your bill at any time displayed by cathode ray tube. Credit status will be verified when you check in at the airport of your original departure rather than at the hectic moment when you're ready to check out of the hotel. There will be electronically shaded windows that turn to filter the natural light in or out according to the customer's wish. Luminescent wall panels will make it possible to change the basic decor of a room at the flick of a switch.



Battery-run cars like this GM model won't be turned loose on the nation's freeways until its range is improved.

—*Rotkin, P. F. I.*

Inter-Continental's Barbour says, "Where hotels once prided themselves on an international cuisine with regional specialties, we are now going to see specialty restaurants. You can be certain of the quality of the food and its cleanliness while witnessing the seasonings and the food preparations. Most of these restaurants will have open-view kitchens where you can see the fellows squatting on top of the *nan* oven in their bare feet, slapping the *nan* against the inside of the oven. We will provide food and veterinary inspection in countries that otherwise don't demand it."

Adopting the ideas of the large modern Japanese hotels that also provide native-style sleeping rooms, Inter-Continental will install similar guest quarters in some of its far-flung hotels. Thus inside the oft-maligned, American-style, cheesebox exterior one will be able to dine and sleep more or less like a native, free from flies and fears of gastric upset.

This scrubbed, sanitized, and filtered American hotel will also function as a cultural center offering lectures and workshops in native lore. "We will satisfy the American drive to learn," says Barbour, "by providing, let us say, a three-day workshop in early Phoenician culture at the Phoenicia Inter-Continental." Says the professor: "The hotel was the first place to use an electric light. The first telephone was strung between two boarding houses. It was in a hotel that the first vertical transport, the elevator, was installed. The first indoor bathroom got its acceptance in a hotel." In the hundred years from 1819 to 1919 the hotel was the center of the urban world. Barbour hopes to see it re-established as the fountainhead of culture that it was fifty years ago.

Some travelers are undoubtedly thinking beyond hotels to a second home, possibly in some romantic clime blessed with pleasant weather. Says Walter Johnson, "I think that just as in the last twenty-five to thirty years millions of Americans had a second home, a cottage at the lake, you're going to find that within a decade millions of Americans, literally, will have a second home in some other country, a cottage in Ireland, a place in the

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> "Black people have to be someplace else. Take the auto. That's the first vehicle where we weren't segregated. You could drive all over the country as long as you found a gas station to serve you."

Bahamas." While this may all bring back memories of Cole Porter's toney, 1930s song about owning "a shooting box in Scotland," Johnson insists this is not, as it once was, the exclusive hope of the rich. "I know a man who is a teacher," says Johnson. "I don't think he makes more than $11,000 a year. He now has two little cottages in Portugal. He uses the rent to pay his investment. Pretty soon he'll own them free and clear. There is going to be an enormous growth of second homes or physical retirement places or escape places for Americans in countries all over the world."

The Youth Market

This impetus to get up and go is not necessarily inspired by new advanced transport or even because we seem to live in perilous times. Much of the new market will derive from the generation of people born in the middle Forties who will be in their thirties by 1975. Says Preston Tisch: "These people, unlike my generation, which grew up in the edge of the Depression, don't put the same value on money. When they see $35 for a room or an $8 cover charge in a nightclub or $1.25 for a drink in their neighborhood bar, they don't get surprised. You and I are surprised because we remember the drink at thirty-five cents." Hilton's William Prigge, age 54, finds today's youth unworried about tomorrow. "Maybe the difference is related to having been brought up in the Depression years," he agrees. "These people have been raised in a spiraling inflation. They are aware that they can borrow today at today's dollars and pay back with dollars that are worth less tomorrow for the debts they incur today. I detect in today's youth something that the educational system seems to have instilled: a great dedication to freedom without a corresponding dedication to responsibility. This means not only responsibility as we see it outwardly in terms of responsibility to the community and to those with whom they're living, but also responsibility to themselves, for themselves."

Howard Johnson sees many young people wanting to travel before they go to work. Prigge recalls that at a gathering at his house for a wedding last August ten of the fourteen young people in attendance had been to Europe, independently of one another, during the summer.

The Black Traveler

Augmenting the young travelers will be the large new market of the black traveler, long neglected. "One theory is that the black man has to get out of what he is, away from his day-to-day surroundings," says James O. Plinton, Jr., once a pilot, now senior director of special marketing affairs at TWA, one of the first blacks to be hired to explore this market. "Black people have to be some place else. Take the auto. That's the first vehicle where we weren't segregated. You could get in a car and drive all over the country as long as you found a gas station to serve you." He might have added, "And a place to sleep at night."

"For a long time there was a feeling that flying was for the wealthy—middle-class and up—and all advertising pointed to them until very recently. I am talking about middle-class whites. Well, the airlines used the same thinking toward the Negro, of all classes. They ignored him."

Lately, travel agencies have been sprouting in black neighborhoods across the country. In the last year or two, nearly a dozen have been established in the New York City area. One of the earliest in the nation was Cleveland's Cooper Travel Bureau. Jackson H. Cooper, the founder, is one of only a few black members of the American Society of Travel Agents. His son, Jackson H. Cooper, Jr., an executive in the family-run company, says his customers go everywhere but they especially favor non-white countries, the Caribbean, Bermuda. "They are interested in going to Africa, but that gets a little prohibitive economically. They go to Europe, to the major historic cities, Paris, London, Rome. Scandinavia isn't a big draw yet, but it should be. Black people are treated really fine in Scandinavia; it's the type of treatment you never see any place else. You have to be black and go there to appreciate it. People are so warm and friendly, it seems as though they can't go far enough to make you feel comfortable. It's an unusual experience for a black man."

"Travel is one of our newest status symbols," says William Grayson, executive vice president of Johnson Publishing Company, which puts out *Ebony*, *Tan*, and *Jet*. "It used to be the auto, later the house. The total national income of black families is $34.5-billion a year, and, despite all the adverse things we hear, there have been some substantial gains in professional employment; industry has upgraded black professionals to new job levels never attained before, meaning much larger incomes for black middle-class families.

"Where do we go? The Caribbean, Mexico, Canada, most of all. I predict there will be more travel to Europe, Africa, the Middle and Far East, all around the world. It's a big status thing to come back and say I've just returned from Tokyo or Australia. This is much better than the Cadillac out in front.

"The more offbeat, the more status," Grayson says. "It used to be Paris, but it is no longer a point of prestige to say I've been to Paris because the other

—*Wide World.*

Young people, products of spiraling inflation, will travel more, spend more.

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guy may have done the same thing. It used to be France where the black person felt the freest, but now it's up in the Scandinavian countries and Benelux. Floyd Patterson moved up there. Africa, too, is very intriguing.

"In the main, foreign countries never had any really restrictive practices or discrimination that made the Negro feel uncomfortable. Sometimes when too many Americans go to a given place they bring their prejudices with them. This has come about to some extent in the Caribbean—and I want to clarify that most of the Caribbean governments step very heavily—Mexico, too—on any discrimination. Yet you find little subtleties in restaurants and places heavily patronized by Stateside people, some of whom bring in their attitudes and let the management know they are going to leave if things aren't corrected."

Civil rights legislation has opened many doors to the black traveler, but, as Grayson notes, discrimination is still practiced, if covertly. "How do you know he's telling the truth if he says he doesn't have a room? Or what if he puts you in a shabby room? How can you tell if he has something better?"

Is It Really a Mass Market?

Some of this sensitivity is born of a history of second-class citizenship, but some of it derives from the innate feeling that fancy travel is for fancy people. As Preston Tisch points out: "We have a new class of people coming up—construction workers. I guess the average wage of construction workers in this country is somewhere around $20,000 a year. With fewer working hours they have the time, plus a lot of discretionary spending money." There are respected analysts who insist, despite the crowds at the airports, that travel abroad will never be a mass or blue-collar market. Even if the jumbo jets motivate 4 or 5 per cent of the movable Americans to fly to some foreign land, the market will be only doubled, and that doesn't qualify, they say, as a mass market. Some studies have shown that as people's incomes increase they spend a higher proportion of that income on travel. With affluence one reaches for the exotic. But if it is true now that the plumber can travel, it may not necessarily follow that he will spend the summer in the Greek islands.

"When you overcome the dollar barrier, the cost barrier," cautions Blaine Cooke, "there still remains the psychological barrier. The plumber has plenty of money with which to go to Europe. This is not his life-style. He doesn't know anybody who goes to Europe. He knows guys who go down to the corner and drink beer and watch

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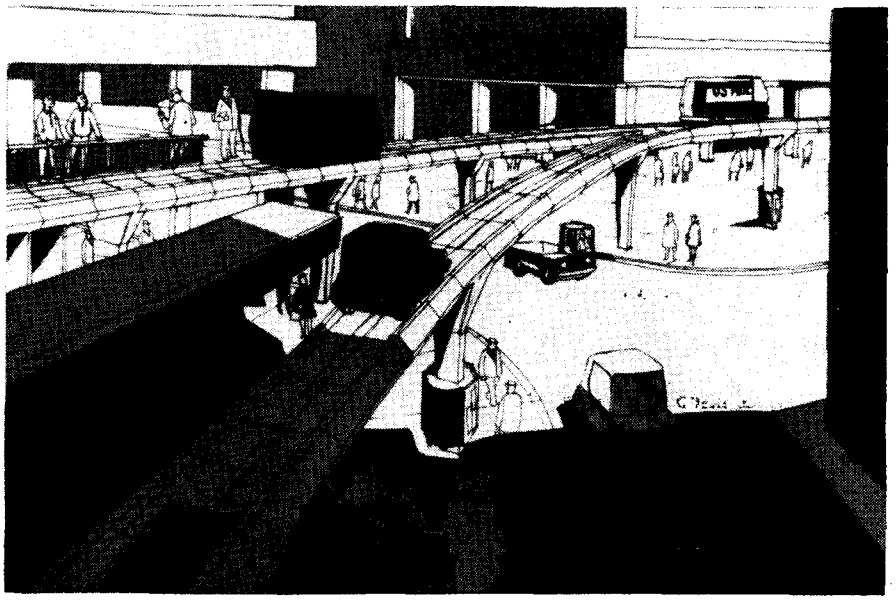
the ball game on the television set. Going to Europe is a thing that people like Frank Sinatra and the president of the Chase Manhattan Bank do, so one of our major marketing problems, if we're really going to expand the market, is to convince people that travel is their bag—those who are now firmly persuaded that it is not, even if they can afford it."

Some of this persuasion will surely come from affinity charter tours, groups with common interests. Some of it will come from lower fares since Alitalia broke the line last fall and offered scheduled service to Europe on low-cost excursion fares. Presently available group fares will bring Spain to New York down to $150 or $200 round trip, depending upon whether one takes a seat in a charter craft or joins a group. Fugazy says his agency is flying families of military men on jet aircraft chartered from the airlines, from New York to Frankfurt and New York to London for $69-$79 each way, and making money.



Automated mass transit will permit drivers to read the paper or catch a nap.

Holidays on Wheels

With these rates one might well think that the automobile as a mode of vacation travel is going out of style. Hardly. The automotive industry is forecasting 125 million automobiles by 1980. American families spent $32-billion on domestic vacations last year, and 90 per cent of them went by car. Forty million visitors are clocked into the national parks, and 95 per cent of them arrive in automobiles.

By 1974, if the Interstate Highway System stays on schedule, a motorist will be able to drive from coast to coast without hitting a traffic light or stop sign. It is now two-thirds completed. Its 42,500 miles of roadway will link 90 per cent of our cities with populations of 50,000 or more and carry 20 per cent of the nation's traffic.

Detroit remains unworried about the condition or future of America's nationwide roadway system. "Our Interstate Highway System is excellent," says Foster L. Weldon, director of Ford's Transportation Research and Planning Office. "It's undoubtedly the best in the world, between cities. The whole interstate network is a phenomenal thing. Where all the transportation systems run into trouble is when they enter the metropolitan areas. Our urban freeways are excellent, too, but we really can't have enough of them to keep up with the rapidly growing transportation demand."

Although William M. Spreitzer, head of the Transportation Research Department of General Motors, gets caught in traffic on his way to and from the GM Technical Center at Warren, Michigan, he fails to see a crisis. "We have not reached the limits of tolerance in terms of movement within our urban areas, in spite of what some people are saying. But when you look ahead to a population that is doubled, shorter work weeks, more affluent members of society, in all segments of society, greater expectations, even demands, on the part of these people for travel, movement, mobility, accessibility, you can become quite concerned about what the future holds within the urban system."

Spreitzer's team, like others in Detroit and elsewhere, feels the time is getting late to do much about the 1970s. "It turns out," he says, "that the Seventies are upon us, and therefore have to be looked at in the short-range point of view. No real innovations are going to appear. It will be a sort of transition period."

Ford's Weldon thinks the only answer to the roadway crush is a fully automated highway, in which the driver surrenders control to the system. "My own personal estimate is that it will exist within five years," he said the other day. "So it's not such a far-out thing; it can be done with today's technology. What it requires is a revamping of some of our institutional constraints.

"This would not be a national system. We view it as a substitute for today's urban freeways, because it is beginning to look as though we can't build them fast enough to keep up with the demand. The big argument for automated guideways is that they could handle a high capacity of traffic and could be installed in existing cities quite economically.

"The key to it is that we take the driver completely out of the picture. The driver is the reason that traffic flow is rather erratic, the reason that expressways are limited to only 2,000 vehicles per lane per hour. He simply has to allow himself a margin of safety; he has to drive in a constant, synchronous manner with all other drivers, and therefore capacity is limited. The automated system would put more cars in the lane and take advantage of higher speeds.

"This will be an evolutionary system; it won't spring into being in full bloom all of a sudden. So we'll start with the present-day vehicles which supply ninety-five per cent of trip-making in most urban areas. You get in your car in the garage, drive on your local streets manually just as you do today, and then as you approach the guideway entrance point, you simply drive onto an entry ramp, press a button in your car that engages some guidearms into the guideway, and you let go of the wheel. Your chore is through.

"The driver could climb in back and take a nap, sit and watch television, read the newspaper, have a cup of coffee. The car will be automatically accelerated up to system speed, probably sixty or seventy mph. It doesn't have to be super fast because once you get on the guideway you don't have to stop until you get to your exit point. There will be no stopping. It can't be allowed. The driver is automatically programed to switch out at the exit he has chosen. When he gets off the guideway, he resumes manual control and drives to his destination.

"These guideways will have to be built from scratch. Well, you can in-

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stall guide rails on existing roadways, but there's the question of growth again. Can you afford to slow down existing traffic while you're installing the equipment? I don't think you can, and I think you want to reserve these roadways for heavy traffic, trucks and buses. What we see are elevated, light, and esthetic structures that carry only a single stream of light traffic, vehicles, say, under 8,000 or 10,000 pounds."

Closer at hand perhaps than an automated highway system is something called ERGS—for Electronic Route Guidance System—a device that could put an end to road maps and unintelligible signs. A driver would dial his destination and receive, in unmistakable language flashed on the dashboard, highway directions all the way to the last turn. Two intersections in Washington, D.C., have been wired with ERGS already, and next year 100 crossroads throughout the United States will be tested. The country will remain an easy place to take a wrong turn until and unless the system is set up on a nationwide basis: There are three million intersections from coast to coast.

On or off the automated highway, the car of the Seventies will be easier to operate, rigged with all the automatic equipment Detroit designers can tack on at reasonable cost. GM has fashioned a Unicontrol Car equipped with a small lever that controls steering wheel, gearshift, accelerator, and brakes all at once. A touch of the lever, and electronic impulses dart back to a computer in the car's trunk where the signals are transformed into action.

If the Department of Transportation gets the $10-billion it has requested from Congress, Washington will, for the first time, have the goods to confront the nation's mass transit problems head on. The department's Urban Mass Transportation Administration will be able to turn out such magical machines as the 250-mile-an-hour, magnet-propelled research vehicle it unveiled in Los Angeles last month, but more important it will have the backing to attack the cities' transit woes with the sort of carefully laid systems approach that put Americans on the moon in such short order. "We don't need a Boeing 747 or the like to double the mobility in an urban area," says a department spokesman. "We don't need a one-hundred-mile-per-hour vehicle to get people around at the optimum speed. What we need is a higher average speed."

Buffeted by criticism that auto manufacturers aren't working hard enough to reduce pollutants, Henry Ford II answered in a year-end statement at his Dearborn, Michigan, headquarters: "I

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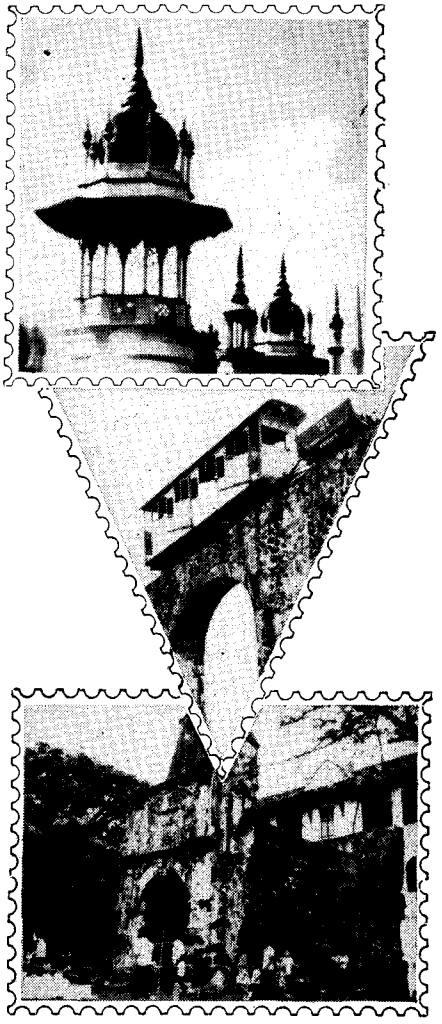

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regard environmental pollution as by far the most important problem facing this company and the entire industry during the decade ahead. I am publicly committing Ford Motor Company to an intensified effort to minimize pollution from its products and plants in the shortest possible time. We are able to make this commitment at this time because years of research, development, and testing have now brought us to the point where we can foresee, in the near future, the practical achievement of levels of pollution control that seemed out of reach until recently."

Ford, chairman of the board, warned that costs will run high to reduce pollutants further. "We believe that the cost of pollution abatement," he said, "should be regarded as a normal cost of doing business, and we recognize that the American people appear to be willing to spend substantially more to improve their environment. In practice, however, no company can voluntarily assume pollution control costs that are far out of line with those of its competitors. How much should be spent in total to reduce pollution associated with automobiles, and how much reduction should be achieved, are decisions that can be made only by the people acting through their government; they cannot be made by industry acting on its own."

Ford research has shown that if every pre-1970 car in the Los Angeles basin were replaced with a current model, the air would be freer of hydrocarbon pollution than at any time since 1940. "We are now conducting tests, on a limited scale, of a used-car air-pollution control kit," Ford said. "Preliminary indications are that we could sell this kit at a price that might permit installation at a cost to the car owner of as low as $50." Ford said his company has asked Washington to try the kit on a fleet of government autos.

Ford said most of the work and research at Dearborn is aimed at cleaning up the internal combustion engine, but he has assigned second priority to the gas turbine. "Low-emission turbine engines will certainly be in regular commercial use in over-the-road trucks and buses during the Seventies," he said. "We are also moving ahead on the much more difficult problem of developing a turbine engine suitable for passenger car use. Even though steam appears at this time to be the least promising substitute for the internal combustion engine, we are also doing studies in this area. We are continuing our work on the sodium-sulfur battery, which we invented, and on electric car concepts."

While the search goes on to find fume-free automobiles, Detroit will continue experimenting with ways to cut pollutants to a minimum. Gene Bordinat, Ford's vice president in charge of design, sees a trend to fleet, lithe, and uncluttered design, with the elimination of "hang-on" items such as radio antennas, windshield wipers, and protruding door handles. Inside, cars will get vanity cases, beverage coolers and warmers, and more rear-seat television. Headrests will be built into seat backs, and improved means of storing, hooking, and releasing seat belts and shoulder harnesses will be developed. Recreation vehicles and station wagons will take on altogether new looks. Sleek land cruisers, evolving from today's mobile homes, with air-conditioned interiors and ample facilities for sleeping and cooking, will zip families on summer road trips with Dad slung low at the controls like Andretti at Indy.

Battery-powered and steam-driven cars (see *SR*, December 6, 1969) are being tested from the buggy-era side streets of New York to the smog-clotted freeways of California, while auto industry officials in Detroit promise that new anti-pollution equipment can be developed for gasoline engines to eliminate pollutants within the next few years. They show that research has already cut pollutants 81 per cent since the beginning of the decade. One of the inherent drawbacks to battery-powered vehicles is the relatively short driving range. One developed by the copper industry and tried out in New York City last month will go 150 miles at forty miles an hour before the battery needs recharging.

> "Even more dashing perhaps are the weekend aviators . . . renting planes by the hour, day, week, or month. Promotional slogan: 'Go Fly Yourself.' "

James Gumbleton, who has directed the construction of several small experimental cars at GM, concedes that "from a technical point of view the electric car with a battery system could compete with the gasoline car. This was demonstrated with a Corvair, where we converted a 1966 model to battery-electric power, and it matched performance of a standard Corvair. However, it used silver zinc batteries, which are very expensive, and you are

(*Continued on page 69*)

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WORLD TRAVEL CALENDAR–1970

JANUARY

6 Day of the Three Kings (Santos Reyes) throughout *Mexico*. Gift Day.

Ninth Centenary Year, *Bergen, Norway*. Through Dec. 31, 1970. Recitals, sports events, festivals all year.

Dezome-shiki or New Year's Parade of Firemen, *Tokyo*.

7 Narcissus Festival, *Honolulu*. Chinese event. Until Jan. 15.

Fasching Carnival, *Rhineland, Hesse, Munich, Cologne*, and all *Germany*. Until Feb. 10.

International Boat Show, *London*. Until Jan. 17.

8 International Rugby Football, *Dublin*, Ireland vs. South Africa.

9 National Western Stock and Rodeo Show, *Denver, Colo*. Until Jan. 19.

Fur and Wildlife Festival, *Cameron, La*. Also Jan. 10.

Winter Fun Festival, *Woodruff, Wis*. Until Feb. 9.

Fiesta of Quiapo District, *Manila*. City's biggest festival, honoring the Black Nazarene.

10 Hula Bowl, *Honolulu*. Hawaii's annual football classic.

Grand Prix International Motor Race, *Auckland, New Zealand*.

11 Snowmobile Derby, *Institute, Wis*.

Winter Fishing Tournament, *Nassau, Bahamas*. Until April 25.

12 Winter Snow Festival, *International Falls, Minn*. Until Jan. 18.

14 Pongal-Sankranti, *Tiruchirapalli, Madurai*, and *Mysore State, India*. Until Jan. 16. A three-day harvest festival.

Thai Pongal Day, *Ceylon*. Hindus honor Sun God on this New Year's Day.

15 Winter Festival, *Málaga, Spain*. Until Feb. 15.

Santo Niño Fiesta, *Cebu City, Philippines*. Also Jan. 16.

16 Sandy Shoes Festival, *Fort Pierce, Fla*. Until Jan. 25.

Flower Ball, *Vienna*.

Automobile Rally, *Monte Carlo*. Until Jan. 24.

International Jumping Tournament, *Szczyrk, Wisla*, and *Zakopane, Poland*. Until Jan. 20.

17 Winter Carnival and Sled Dog Races, *Williams, Ariz*. Also Jan. 18.

National Horse Show, *Yuma, Ariz*. Also Jan. 18.

Benjamin Franklin's Birthday, *Philadelphia, Pa*. Special events.

Jazz Festival, *Esbjerg, Denmark*.

18 International Ski Jump Tourney, *Fox River Grove, Ill*.

New England Intercollegiate Surfing Championships, *Narragansett, R.I*.

International Bonspiel (curling), *Quebec City, Canada*. Until Jan. 24.

Founding of *Lima, Peru*. Folk dancing and music all month.

19 Vasant Panchami, *Surinam*. A Hindu harvest holiday.

Festival of St. Sebastian, *San Cristobal* and throughout *Tachira, Venezuela*. Until Jan. 27.

21 Sultan's Birthday, *Kedah, Malaysia*. Special events.

22 Invitational Basketball Tournament, *Louisville, Ky*. Until Jan. 24.

International Cricket Match, *Montego Bay, Jamaica*.

23 International Coin Fair, *Dublin*. Also Jan. 24.

Norwegian Ski Championships, *Trondheim*. Until Jan. 31.

24 Texas Citrus Fiesta, *Mission, Tex*. Until Feb. 1.

Mozart Festival Week, *Salzburg, Austria*. Until Feb. 1.

25 Sloppy Slalom Obstacle Course Ski Race, *Big Boulder, Pa*.

26 National Ski Week, *Big Bear Lake, Calif*.

International "500" Snowmobile Race, *Winnipeg* to *St. Paul, Minn*. Until Jan. 29.

Republic Day, throughout *India*. Until Jan. 29.

27 Snowmobile "600," *Anchorage* to *Fairbanks, Alaska*. 600-mile race. Until Jan. 29.

28 Winter Carnival, *Quebec City, Canada*. Until Feb. 10. Mardi Gras.

International Ice Hockey Meet, *Warsaw* and *Lodz, Poland*. Also Jan. 29.

30 St. Paul Winter Carnival, *St. Paul, Minn*. Until Feb. 8. 84th anniversary.

Winter Carnival, *Old Forge, N.Y*.

International Pee Wee Hockey Tournament, *Montreal*. Until Feb. 7.

31 Country Music Festival, *Macon, Ga*.

National AAU Bobsled Races, Mt. Van Hoevenberg, *Lake Placid, N.Y*.

Calypso Fiesta, *Port of Spain, Trinidad*. Until Feb. 7.

Winter Festival, *Santa Cruz, Tenerife*. Until Feb. 8.

FEBRUARY

1 Carnival, *Oranjestad* and *San Nicolas, Aruba*. Until Feb. 10.

Mardi Gras Parade, *Nice, France*.

German Music Festival, *Hanover, Germany*. Until Feb. 9.

2 Florida State Fair, *Tampa*. Until Feb. 16.

Groundhog Day Observances, *Punxsutawney, Pa*.

National Open Tennis Tournament, *Philadelphia, Pa*. Until Feb. 8.

5 Constitution Day, throughout *Mexico*. National holiday.

Tet Festival, throughout *Cambodia*. Until Feb. 7.

6 Winter Carnival, *McCall, Idaho*. Until Feb. 8. On Payette Lakes.

World-wide Antique Show, *Fort Worth, Tex*. Until Feb. 8.

Snow Festival, *Ste-Agathe-des-Monts, Quebec, Canada*. Until Feb. 28.

Chinese New Year, *Hong Kong, Malaysia, Singapore*. Until Feb. 20. Year of Hound or Dog.

8 Shrovetide Carnival, *Martinique*. Until Feb. 10.

Masked Ski Carnival, *Züirs am Arlberg, Austria*. Also Rag Day, *Ebensee, Austria*. Until Feb. 10.

Street Urchins Carnival, throughout *Denmark*.

Sun Pageant, *Narvik, Norway*. Sun returns.

9 Black History Week, *Nazareth, Ky*. Until Feb. 13. At Nazareth College.

Bun Day, throughout *Iceland*. Cream buns for children who beat adults with colorful sticks. Pre-Lenten event.

10 Mardi Gras Carnival, *New Orleans, La.*; *Mobile, Ala.*; Calypso Carnival, *Trinidad and Tobago*; Carnival, *Binche, Belgium; Finland; France*; Bursting Day in *Iceland*.

12 Lincoln Day Observances: *Hodgenville, Ky.*; Lincoln Festival, *Lincoln City, Ore.*, until Feb. 15.

13 Gold Rush Days, *Wickenburg, Ariz*. Until Feb. 15.

Fur Rendezvous, *Anchorage, Alaska*. Until Feb 22.

Winter Carnival, *Saranac Lake, N.Y*. Until Feb. 15.

20 Festival of Arts, *Birmingham, Ala*. Until March 8. Salute to Great Britain.

Lantern Festival, *Hong Kong, Malaysia*, and *Singapore*. Marks the end of Chinese New Year Celebration.

21 Skiing competitions, Mauna Kea volcano, *Hawaii*. Also Feb. 22.

Ski Championship Races, *Sun Valley, Idaho*. Also Feb. 22.

22 Winter Carnival, *Santa Fe, N.M*. Until Feb. 28.

Donkey Races, *St. Croix, V.I*.

World Championship Cycling, *Zolder, Belgium*.

Winter Sports Festival, *Lillehammer, Norway*. Until Feb. 28.

23 Shrimp Festival, *Fort Myers Beach, Fla*. Until March 1.

24 World Hockey Championships, *Bucharest, Brasov, Galati, Rumania*. Until March 5.

26 Doral-Eastern Open Golf, *Miami Beach, Fla*. Until March 1.

Parade of Chariots, *Limassol, Cyprus*. Until March 8.

27 All-Northwest Barber Shop Ballad Contest and Gay '90s Festival, *Forest Grove, Ore*. Also Feb. 28.

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WORLD TRAVEL CALENDAR-1970

28 Cherry Blossom Festival, *Honolulu.* Until April 11.

Mummers String Bands Show of Shows, *Philadelphia, Pa.* Until March 8.

Winter Wonderland, *Deadwood, S.D.* Races. Until March 1.

Kalevala National Day, all *Finland.*

MARCH

1 Tar Skiing, *Oulu, Finland.*

National Horse and Cattle Show, *Lahore, Pakistan.* Until March 8.

Golden Shears International Sheep Shearing Championships, *Masterton, New Zealand.*

2 Arctic Winter Games, *Yellowknife, Northwest Territory.* Until March 31.

3 Doll Festival, throughout *Japan.*

5 Shell Fair, *Sanibel Island, Fla.* Until March 7.

6 Junior North American Sled Dog Championship, *Fairbanks, Alaska.* Until March 8.

Azalea Festival, *Palatka, Fla.* Until March 8.

Nassau Cup Race, *Nassau, Bahamas.* 30-mile ocean race from Nassau Harbour entrance to Booby Rock and return.

World Championship Gold Panning Contest, *Rosamond, Calif.* Also March 8.

7 Cross Country Jump, *Lake Placid, N.Y.* Also March 8.

8 Festival of Lamps, *Lahore, Pakistan.* Until March 15. Pre-harvest celebration.

11 Spring Antiques Fair, *London.* Until March 21.

Mock Peasant Wedding, *Thebes, Greece.* First Monday in Greek Lent.

International Figure Skating Championship, *Brasov, Rumania.* Until March 15.

12 Fallas de San José, *Valencia, Spain.* Until March 19. Music, daily bullfights, and special street tableaux.

13 Women's North American Sled Dog Championship, *Fairbanks, Alaska.* Until March 15.

Rattlesnake Roundup, *Sweetwater, Tex.* Until March 15.

Canadian National Sportsmen's Show, *Toronto.* Until March 22.

Holmenkollen Week, *Oslo, Norway.* Until March 15. Famous ski event.

15 Expo '70, *Osaka, Japan.* Until Sept. 13.

16 Oldtimers Ski Olympics, *Taos, N.M.* Until March 22.

International Trade Fair, *Nice, France.* Also March 17.

17 World Curling Championships, *Utica, N.Y.* Until March 21.

St. Patrick's Day Celebrations, *Dublin; Shamrock, Tex.; Boston,* and *New York City.*

20 200th Anniversary of Captain James Cook's Discovery of Australia's East Coast, *Sydney* and other cities. Until May 16.

21 Grand Prix of Endurance, *Sebring, Fla.*

Skin Divers Holiday and Treasure Hunt, *Port Townsend, Wash.*

Easter Festival, *Salzburg, Austria.* Until March 30.

22 World Hockey Championships, *Winnipeg, Canada.* Until March 29.

Holy Week Processions, *Spain.* Until March 29. Especially *Seville, Málaga, Granada, Córdoba.*

Purim, throughout *Israel.* Carnival parade in *Tel Aviv.*

23 Festival Week Yaqui Indian Easter Ceremonies, *Tucson, Ariz.* Until March 29.

Pakistan Day, a national holiday.

24 Folk Music Festival, *Myrtle Beach, S. C.*

25 Holiday for Everybody Exhibit, *Herning, Jutland, Denmark.* Until March 30.

26 Prince Kuhio Festival, *Kauai, Hawaii.* Until March 28.

27 Vintage Car Rally, *New Plymouth, New Zealand.* Until March 30.

28 Governor's Fourth Annual Frog Jumping Contest, *Springfield, S. C.*

Oxford-Cambridge Crew Race, *London.* Putney to Mortlake, River Thames.

29 Easter Sunrise Services: *Wickenburg, Sedona,* and *Grand Canyon, Ariz.; White Springs, Jacksonville Beach,* and *Lake Wales, Fla.* Easter Pageant: *Lawton, Okla.,* with a cast of 2,000.

Spring Festival, *Murcia, Spain.* Night parade, carnival, flower battles, and bullfights. Until April 5.

31 Goat and Crab Races, *Buccoo Village, Tobago.*

APRIL

2 Schmeckfest, *Freeman, S. D.* Also April 3. German food festival.

Wine Fair, *Grevenmacher, Luxembourg.*

4 South Carolina's Tricentennial Celebration, *Charleston.*

Puyallup Valley Daffodil Festival, *Puyallup, Tacoma, Orting,* and *Sumner, Wash.* Until April 12.

Independence Day Celebration, *Senegal, Africa.*

5 Peak of Azalea Season, *Callaway Gardens, Ga.* Until April 19.

Ching Ming Festival, *Hong Kong, Malaysia,* and *Singapore.* Chinese version of All Souls' Day.

6 Chakri Day, *Bangkok* and all *Thailand.* Honors founder of Bangkok, King Rama I.

9 Masters Golf Tournament, *Augusta, Ga.* Until April 12.

11 Mountain Folk Festival, *Berea, Ky.*

North American Indoor Speed Skating Championships, *Lake Placid, N.Y.* Also April 12.

International Plowing Match, *Lynden, Wash.*

13 Songkrant Day, *Singapore* and *Thailand.* Throwing Water Festival. In *Thailand* until April 15.

14 April Fair, *Seville, Spain.* Until April 19.

16 First Day of Summer Festival, all *Iceland.* Big fete in *Reykjavik.*

17 Safe Driving Rodeo, *Baxley, Ga.*

Holiday in Dixie, *Shreveport, La.* Until April 26. Commemorates the signing of the Louisiana Purchase.

International Food and Wine Fair, *Dijon, France.* Until April 23.

Pooram, *Kerala, India.* Temple festival with processions and fireworks display from twilight to dawn.

18 Country Music Show, *Macon, Ga.*

World Clam Gulping Championship, *Port Townsend, Wash.*

Holy Week throughout *Greece.* Until April 26.

20 Bulb District Floral Parade, *Sassenheim-Lisse-Hillegom Benne-broek-Haarlem* and back, *The Netherlands.* Until April 27.

21 Music Festival, *Ein Gev, Israel.* Until April 27.

Kentucky Derby Festival, *Louisville.* Until May 3. Big race May 2.

24 Captain Cook Festival, *Kailua-Kona, Hawaii.* Until April 26.

Beethoven's Bicentennial Birthday Celebration, *Luxembourg City.*

25 San Marcos Fair, *Aguascalientes, Mexico.* Country's largest fair.

26 America's Junior Miss Pageant, *Mobile, Ala.* Until May 3.

Jazz Festival. *Kansas City, Mo.*

29 International Choral Festival, *Cork, Ireland.* Until May 3.

30 Buccaneer Days, *Corpus Christi, Tex.* Until May 10.

Shenandoah Apple Blossom Festival, *Winchester, Va.* Until May 2.

MAY

1 Lahaina Whaling Spree, *Lahaina, Maui, Hawaii.* Until May 3.

Play of St. Evermar, *Rutten, Belgium.* Tenth-century Mystery Play.

Tivoli opens season, *Copenhagen.* Until Sept. 21.

Folklore Festival, *Marrakech, Morocco.* Until May 10.

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2 International Film Festival, *Cannes, France.* Until May 16.
Beethoven Festival, *Bonn, Germany.* Until May 2; Sept. 12-26 and Dec. 11-17; 200th anniversary of Beethoven's birth.
Mayflower '70 Celebrations, *Plymouth, Devon, England.* Until Sept. 30; 350th anniversary of sailing. Similar fetes in Massachusetts.

4 International Trade Fair, *Valencia, Spain.* Until May 6.

5 Dublin Spring Show, *Ballsbridge.* Until May 9.
Liberation Day, throughout *The Netherlands.*

6 Scandinavian Furniture Fair, *Copenhagen.* Until May 10.

8 Joan of Arc fetes, *Paris, Orleans, Rouen, Domrémy.*

9 Rugby League Cup Final, *Wembley, Middlesex, England.*

10 International Grand Prix, *Monte Carlo.*
Lilac Festival, *Ponoare, Rumania.*

11 Independence Day, *Israel.* 22nd anniversary.

12 Buddha's Birthday Observance, *Hong Kong.*

13 Pilgrimage, *Fátima, Portugal.* Also Oct. 12-13.

14 Helsinki Festival, *Helsinki, Finland.* Until May 30.
Bravade Folklore Festival, *Saint-Tropez, France.* Until May 16.
Midnight Sun at *North Cape, Norway.* First day of around-clock sunshine.

15 Spring Music Festival, *Salzburg, Austria.* Until May 24.

16 Preakness Race, *Baltimore, Md.* 95th annual. At Pimlico Race Course.
Royal Danish Ballet Festival, *Copenhagen.* Until May 31.

17 Whitsunday Candle Procession, *Bogen, Germany.*
Birthday of Mohammed, *Malaysia* and *Singapore.* In *Ceylon,* May 18.

18 Passion Play, *Oberammergau, Germany.* Until Sept. 30. Every ten years.

19 Traditional Billy Goat Auction, *Deidesheim, Germany.*

20 Theater and Music Festival, *Antalya, Turkey.* Until May 26.

22 St. Paul's Feast, *Tripolis, Greece.* Folk dancing.

23 Vienna Festival, *Vienna.* Until June 21.

24 Procession of the Golden Chariot and Battle of St. George with the Dragon, *Mons, Belgium.*

25 Commonwealth Day, *Bahamas.* Public Day honors Queen Victoria.
Africa Freedom Day, *Zambia.*

27 Constitution and Freedom Day, *Turkey.*

30 Indianapolis "500" auto race.

31 World Soccer Cup Tournament, *Mexico City, Guadalajara, León, Puebla, Toluca, Mexico.* Until June 21.

JUNE

1 Madaraka Day, throughout *Kenya, Africa.* Independence Day.

6 Fiesta of Five Flags, *Pensacola, Fla.* Until June 14.
Plays at the Castle, *Forchtenstein, Austria.* Until July 5.
Alemannic Week, 850th Anniversary of *Freiburg, Germany.* Until June 14.

7 Norway's Flag Day and anniversary of King's return from wartime exile.

8 Dragon Boat Festival, *Hong Kong, Malaysia,* and *Singapore.*

11 Alaska Festival of Music, *Anchorage.* Until June 25.
Kamehameha Day, *Honolulu* and all *Hawaii.*
Man and His World, *Montreal.* Until Sept. 7. Third season.

12 Wightman Cup Tennis, *Wimbledon.* Also June 13. Britain vs. U.S.A.
Le Mans auto race, *France.*

13 Queen's Official Birthday, Trooping the Colour, *London.*
Dickens Centennial Festival, *Kent, England.* Until June 20.
Swiss Great World Theater, *Einsiedeln, Switzerland.* Until Sept. 26.

16 Royal Ascot flat racing, *Berkshire, England.* Until June 19.

19 Viking Festival, *Frederikssund, Denmark.* Until July 5.
Midsummer Night Festival, all *Finland.* Also Midsummer Day, June 20.

20 Yukon "800" Marathon, *Fairbanks* to *Ruby, Alaska,* and return. Until June 21. 800-mile riverboat race.
National Hollerin' Contest, *Spivey's Corner, N.C.*
Book Fair, *Essen, Germany.* Until June 28.

21 Regatta Week, *Kiel, Germany.* Until June 28.
Dutch Grand Prix, *Zandvoort, Holland.*

23 Midsummer Eve celebrations, *Denmark* and *Norway;* Midnight Cup golf tournament in *Oslo* and *Trondheim, Norway.*

26 50th State Fair, *Honolulu.* Until July 6.
Oregon Shakespearean Festival, *Ashland.* Until Sept. 13.

27 Watch and Clock Fair, *Wiesbaden, Germany.* Until July 1.
English Bach Festival, *Oxford, Oxfordshire,* and *London.* Until July 12.

29 Penn Dutch Folk Festival, *Kutztown, Pa.* Until July 5.

30 Old Milwaukee Days, *Milwaukee, Wis.* Until July 5.

JULY

1 Mountain State Art and Craft Fair, Cedar Lake near *Ripley, W.Va.* Until July 5.
Henley Royal Regatta, *Henley-on-Thames, Oxfordshire, England.* Until July 4.

2 Old-fashioned 4th of July Celebration, *Ashville, O.* Until July 4.

3 Frontier Days Celebration, *Prescott, Ariz.* Until July 5.

4 Hans Christian Andersen Festival, *Fünen Village, Denmark.* Until Aug. 6.

6 Festival of San Fermin or Running of the Bulls, *Pamplona, Spain.* Until July 20.

7 Shoshone-Bannock Sun Dances, *Pocatello, Idaho.* Until July 11.
White Mountains Festival of the Seven Arts, *Pike, N.H.* Until July 20. Also Aug. 8-24.
Llangollen International Musical Eisteddfod, *Denbighshire, Wales.* Until July 12.

8 Lobster Festival, *Shediac, New Brunswick, Canada.* Until July 12.

9 Calgary Stampede and Exhibition, *Calgary, Alberta, Canada.* Until July 18.
Canadian Open Golf Tournament, *London, Ontario, Canada.* Until July 12.

10 World Eskimo Olympic Games, *Fairbanks, Alaska.* Until July 12.
Sports Car Grand Prix, *Watkins Glen, N.Y.* Until July 12.

14 Bastille Day, *Paris, Tahiti,* and *Kaplan, La.*

15 Theater Festival, *Istanbul, Turkey.* Until Sept. 15.

16 British Commonwealth Games, *Edinburgh.* Until July 25.

17 Aquatennial, *Minneapolis, Minn.* Until July 26.
Highland Games, *Antigonish, Nova Scotia, Canada.* Until July 18.
Festival of Early Music and Drama, *Haslemere, England.* Until July 25.

18 Soap Box Derby, *Columbia, S. C.*
International surfing contest, *Durban, South Africa.*

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WORLD TRAVEL CALENDAR–1970

21 Centennial celebration, *Wichita, Kan.* Six weeks.
Frontier Days, *Cheyenne, Wyo.* Until July 26. Largest rodeo.

23 Klondike Days, *Edmonton, Alberta, Canada.* Until Aug. 1.

25 Wagner Festival, *Bayreuth, Germany.* Until Aug. 28.
International Jazz Festival, *Molde, Norway.* Until Aug. 2.

26 Salzburg Festival, *Salzburg, Austria.* Until Aug. 30.

30 Music Festival, *Newport, R.I.* Until Aug. 8.
Mountain Folk Festival, *Asheville, N.C.* Until Aug. 1.

AUGUST

2 Festival of Hungry Ghosts, *Hong Kong, Malaysia,* and *Singapore.* Until Aug. 15.

3 Native Fishing Tournament, *Bimini, Bahamas.* Until Aug. 7.

4 International Ox-Pulling Championship, *Bridgewater, Nova Scotia, Canada.* Until Aug. 8.

5 Black Hills Motorcycle Classic, *Sturgis, S.D.* Until Aug. 9.

7 Pea Harvest Festival, *Palmer, Alaska.*
Omak Stampede and Suicide Race, *Omak, Wash.* Until Aug. 9.

9 National Hobo Convention, *Britt, Ia.* Until Aug. 16.

10 Summer Festival, *San Sebastian, Spain.* Until Aug. 16.

14 Festival of the Mountain Guides, *Chamonix, France.*

15 Hibiscus Festival, *Suva, Fiji.* Until Aug. 22.

21 Schübermess or amusement fair, *Luxembourg City.* Until Sept. 6. Began 1340.

23 Iowa State Fair, *Des Moines.* Until Aug. 30.
International Festival, *Edinburgh.* Until Sept. 12.

27 Ohio State Fair, *Columbus.* Until Sept. 7.
National tennis championships, *Forest Hills, N.Y.* Until Sept. 10.

28 Alaska State Fair, *Palmer.* Until Sept. 7.

29 Leather Goods Fair, *Offenbach, Germany.* Until Sept. 2.
Festival of Kerry, *Tralee, Ireland.* Until Sept. 3.

30 Pageant of the Golden Tree, *Bruges, Belgium.* Recalls history of Flanders and Bruges from ninth to fifteenth centuries.
Grand Prix Horse Racing, *Deauville, France.*

31 Malaysia Day, *Kuala Lumpur.* Birth of Malaysia, music festivals, pageants.

SEPTEMBER

1 The Royal Theater season, *Copenhagen.*
Student Festivals, *Oslo, Bergen,* and *Trondheim, Norway.* Until Sept. 3.

2 World Rowing Championship, *St. Catharines, Ontario, Canada.* Until Sept. 6.

3 Jesse James Days, *Northfield, Minn.* Until Sept. 6.

5 Appalachian Art and Craft Festival, *Beckley, W.Va.* Until Sept. 7.

6 Strolling Fiddlers Festival, *Ribeauville, France.*

7 Yakima Valley Harvest Festival, *Wapato, Wash.*

12 Garfield Pancake Breakfast, *Pomeroy, Wash.*

13 Watermelon Eating and Seed Spitting Championship, *Pardeeville, Wis.*

15 America's Cup Races, off *Newport, R.I.*
Mexican Independence Day.
Moon Cake Festival, *Malaysia, Hong Kong,* and *Singapore.*

17 International Trade Fair, *Helsinki, Finland.* Until Sept. 27.

19 Oktoberfest Beer Festival, *Munich, Germany.* Until Oct. 4.
International Film Festival, *Cork, Ireland.* Until Sept. 26.

22 Suva Orchid Show, *Fiji.* Also Sept. 23.

25 Molasses Festival and Fair, *Arnoldsville, W. Va.* Until Sept. 27.

26 Autumn Fair, *Kongsvinger, Norway.* Until Sept. 28.

28 Theater Festival, *Dublin.* Until Oct. 10.

30 Oktoberfest, *La Crosse, Wis.* Until Oct. 4.

OCTOBER

1 Alabama State Fair, *Birmingham, Ala.* Until Oct. 10.

5 Styrian Autumn Festival, *Graz, Austria.* Until Nov. 4.

9 Leif Ericson Day, *Iceland.*

10 International Wine and Vine Festival, *Montpellier, France.* Until Oct. 18.

13 Mississippi State Fair, *Jackson.* Until Oct. 20.

15 German Gastronomic Show, *Berlin.* Until Oct. 25.

17 Alaska Day, *Sitka.*
Hillbilly Day and Night Celebration, *Salem, S.C.*

18 Aloha Week, *Oahu Island, Hawaii.* Until Oct. 24.

21 National Pumpkin Show, *Circleville, O.* Until Oct. 24.

23 Louisiana State Fair, *Shreveport.* Until Nov. 1.
Opera Festival, *Wexford, Ireland.* Until Nov. 1.

NOVEMBER

4 Guy Fawkes's Day, *England.* Also Nov. 5.
Melbourne Cup horse race, *Melbourne, Australia.*

10 195th anniversary of the U.S. Marine Corps, *Newport, R.I.*
St. Martin's Day parade and lantern processions, *Düsseldorf, Bonn,* and *Heidelberg, Germany.* Also Nov. 11.

14 Les Trois Glorieuses Wine Festival, *Nuits-Saint-Georges, Beaune,* and *Meursault, France.* Until Nov. 16.
Elephant Roundup, *Surin, Thailand.*

15 St. Leopold's Day, *Klosterneuburg, Austria.* Traditional slide down huge wine barrel.

25 St. Catherine's Day parade, *Paris.*

DECEMBER

4 Advent singing, *Salzburg, Austria.* Until Dec. 6.
Christmas Toy Fair, *Nuremberg, Germany.* Until Dec. 24.

5 St. Nicholas Day, *Surinam* and *The Netherlands. Luxembourg* on Dec. 6.

6 Finnish Independence Day.

7 Federal Constitution on Dec. 7 (1787).
Whirling Dervishes Festival, *Konya, Turkey.* Until Dec. 17.

8 Feast of the Immaculate Conception, *Mexico* and *Lourdes, France.*

17 Anniversary of first airplane flight, *Kill Devil Hills, N.C.*

24 Torchlight ski procession down Dollar Mountain, *Sun Valley, Idaho.*
Christmas Lantern Festival, *San Fernando, The Philippines.*

25 Re-enactment of Washington crossing the Delaware, *Washington Crossing State Park, Pa.*
Winter Festivals, throughout *Rumania.* Until Jan. 6.

26 Southwestern Sun Carnival, *El Paso, Tex.* Until Dec. 31.
Blue-Gray football game, *Montgomery, Ala.*
International Christmas Prize, *Trotting, Hilversum, The Netherlands.*

27 Music Festival, *Haarlem, The Netherlands.*

30 Rizal Day, *The Philippines.*

—COMPILED BY FRANCES SHEMANSKI.

EDITOR'S NOTE: *Dates are subject to change. Travelers should check with national, state, and local tourist offices.*

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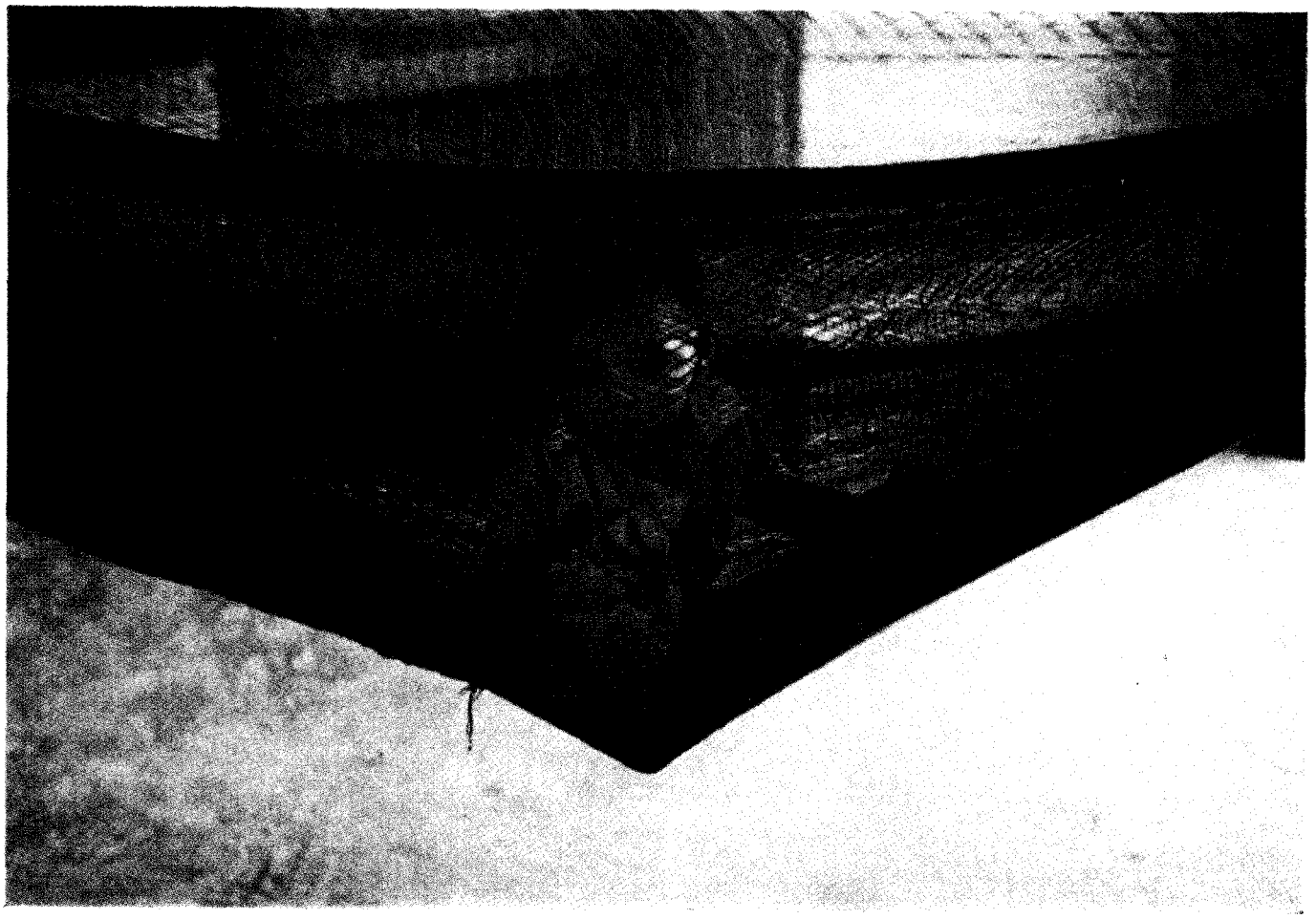

Grand Prize in Color: Jesse C. Rabinowitz, Berkeley, California. Kabah, Yucatan, Mexico. Nikon S3; Kodachrome.

Second Prize in Color: Katherine Sinclair, Pleasantville, N.Y. Aeroskobing, Denmark. Agfa Optima 11S; Ektachrome.

1969 Photo Prize Winners: A Gallery

Third Prize in Color: David Follett, West Hartford, Connecticut. Plymouth, Massachusetts. Walz Envoy M35; Kodachrome.

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The Judging and the Judged

by MARGARET R. WEISS

A recent Air France ad listed "a guide to what every traveler should know before going to Africa." This advisory was divided into five categories: language, visas, inoculations, weather, and *photography*. Proof—if any were needed—that today's camera is as ubiquitous an item of travel gear as walking shoes or a vaccination certificate. Because it is, *SR* once more has been able to select its World Travel Photo Contest prizewinners from many thousands of entries emanating from all fifty of the United States and from thirty-nine foreign countries (including an increasing number of APO and FPO box numbers).

In 1969, as revealed by the sites pictured, the trail of the traveling camera was on native soil for about one-third of the submissions. The remainder ranged far and wide—from the most visited Mexico, Canada, Italy, and France, to remote, rarely recorded outposts in Malawi, Malaysia, the South Indian Ocean, and Antarctica.

A concomitant of the contest's one-entry-only rule would appear to be that contestants were more critical in screening their own camerawork before submission. Consequently, the general caliber of the entries was above average, but a median plateau effect made judging even more exacting than usual. Perhaps that is why jury members characterized the judging experience as "challenging," "stimulating," "rewarding." Some other impressions were: "These really are good black-and-white pictures spoiled by poor print quality. Why don't more picture-takers *demand* better processing and better papers?" "Color, I'm pleased to see, is being used less literally and more freely—yes, more personally—and that's encouraging." "Many of these show a strong sense of place—they're not just frames from a travelogue or shots from a scenic calendar." And we all agreed with one colleague's conclusion: "Giving advice about travel photography is going to be more and more difficult, because the so-called amateur is becoming awfully professional."

The portfolio reproduced here was selected from the color and black-and-white photographs that the jury tagged "ESP"—eye-stopping pictures.

JESSE C. RABINOWITZ, this year's grand prize color winner, is a native New Yorker, a professor of biochemistry at

(*Continued on page* 64)

No. 1 B & W—Mrs. B. Robert Tabachnick, Madison, Wisconsin. Basawa Village, Nigeria. Yashica; Plus-X.

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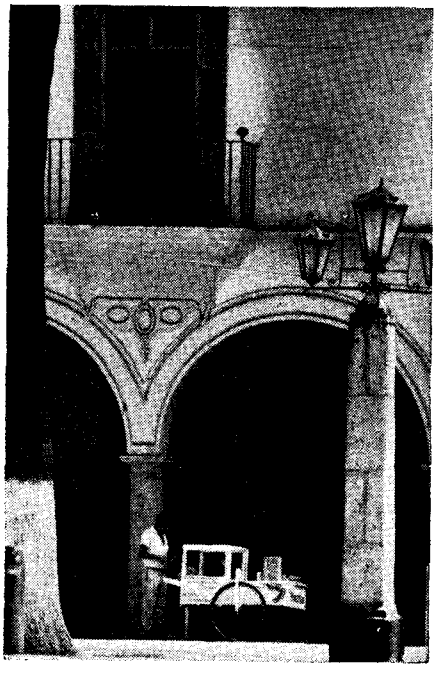
No. 2 B & W—Carl Frank, Brooklyn, New York. São Paulo, Brazil. Nikon; Tri-X.



No. 3 B & W—Paul Petroff, Great Neck, New York. Pátzcuaro, Mexico. Nikon; Ilford.

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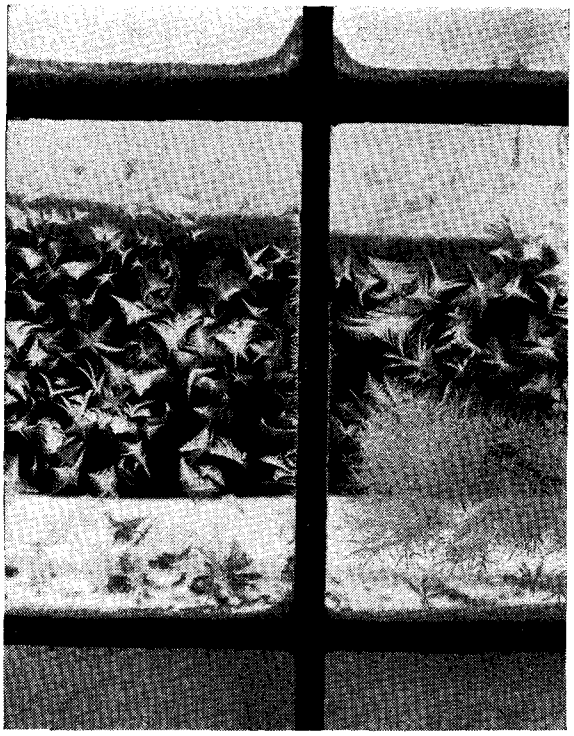
No. 6 B & W—Stephen Broemmel, Wichita, Kansas. St. Louis, Missouri. Canon; Plus-X.

No. 4 B & W—Robert M. Law, APO San Francisco. Chicol Village, South Korea. Nikon; Tri-X.



No. 5 B & W—Siv Cedering Fox, Harrison, New York. Stowe, Vermont. Beseler Topcon; Tri-X.

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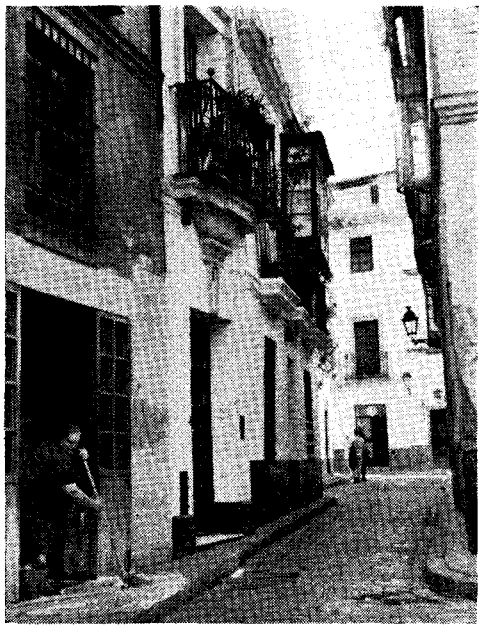
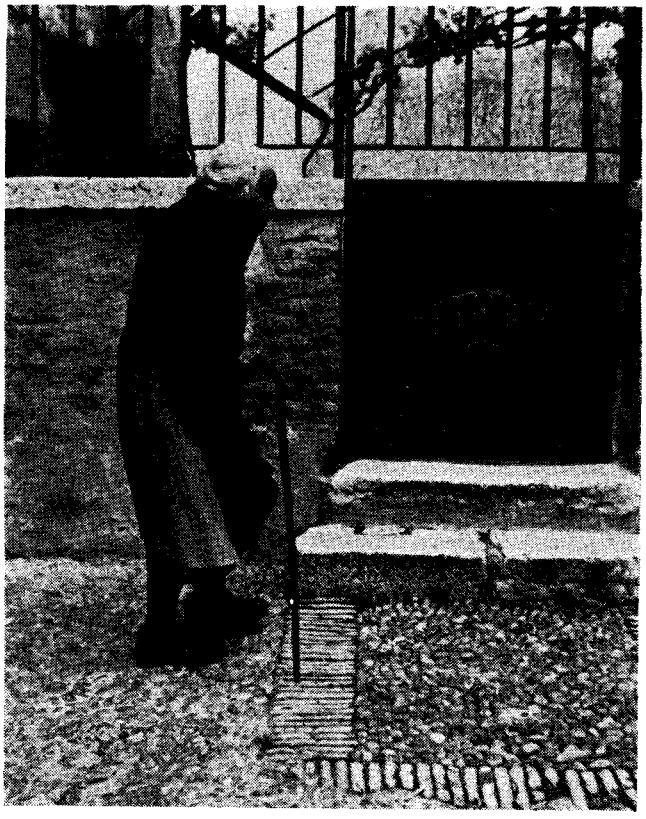
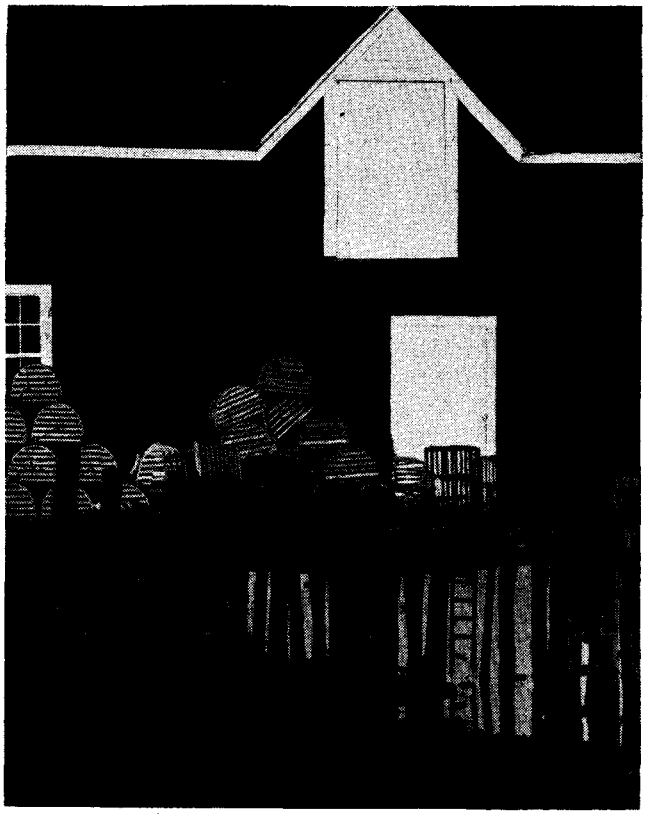


No. 8 B & W—S. Stansfeld Sargent, Denver, Colorado. Seville, Spain. Super Ikonta; Ilford.



No. 9 B & W—James Belson, Los Angeles, California. St. Paul-en-Vence, France. Zeiss-Ikon; Plus-X.



No. 7 B & W—Fred Scheel, Fargo, North Dakota. Friendship, Maine. Graflex RB Super D; Royal Pan Sheet.

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No. 10 B & W—Judy Legrady, New York, New York. Katmandu, Nepal. Minolta, Tri-X.

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☐ *Morocco/Canaries/Madeira/Algarve,*
☐ *Spain/Mallorca/Portugal,*
☐ *Spain/Portugal By Motorcoach,*
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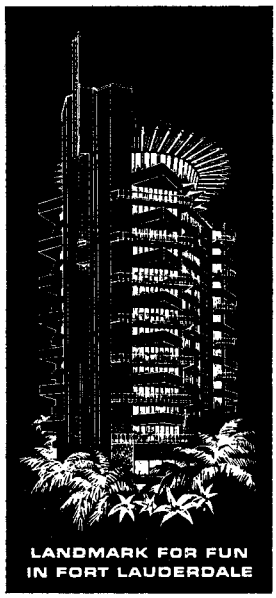

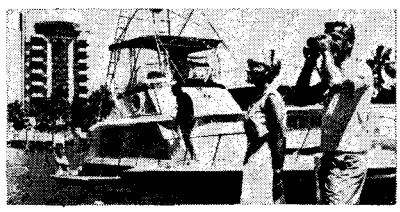

PIER 66

DEPARTMENT SR-3
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The Judging

Continued from page 59

the University of California in Berkeley, and a consistent entrant in *SR*'s World Travel Photo Contest over the years. (The records show that he won a fifth prize in 1962.) A gift camera on his twenty-first birthday was his initiation into the pleasures of picture-taking; access to the Student Union darkroom while a graduate student at the University of Wisconsin was the means to self-taught mastery of the technical aspects of the craft. His other major interests are the violoncello, chamber music, and travel. Many of his month-long vacations have been spent abroad —in England, Scotland, France, Switzerland, Spain, Italy, Germany, Austria, Poland, Hungary, Yugoslavia, Russia, Denmark, Sweden, Finland, Belgium, Holland, Israel, Japan, and Mexico.

About his prize-winning transparency, he recounts: "I had always had a great desire to visit the Mayan ruins in the Yucatán. On my way home from Miami Beach, where I had attended a national meeting of the American Society for Microbiology, I stopped off in

Rabinowitz

Tabachnick

Mérida, Mexico. A local bus driver persuaded me—with some difficulty, since I do not speak Spanish—not to get off at Uxmal, but to stay on the bus and visit another ruin, Kabáh, before going on to Uxmal. . . . On entering the small building that served as a bus-stop and refreshment area for visitors and as a 'family room' for the caretaker of the archaeological site, I noticed that the hammock slung in the middle of the room held a small child who was staring at me. (I do not know whether he was fascinated by my beard or my photographic gear.) I in turn was excited by the intensity of his gaze, the use of the hammock as a playpen, and the beauty of the simple setting and the color. . . . The light was too dim to give any reading on my exposure meter, so I guessed at the exposure and shot the picture quickly rather than risk losing it."

JEANNE TABACHNICK, whose black-and-white earned the top award in its category, lists her occupation as "house-

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wife and mother of four." Born in Cincinnati and trained as a biochemist at Bryn Mawr and the University of Chicago, she is the wife of a professor of elementary education at the University of Wisconsin. When a transfer to Nigeria was imminent because of Professor Tabachnick's participation in a university-sponsored teacher training program there, she bought her first camera and enrolled in a summer extension course in color photography and in a class in black-and-white processing at a vocational school. Since returning from Nigeria, she has continued her studies in photography, does all her own developing and printing at the local camera club, and has made slides for lectures on the Head Start program, in which she serves as a volunteer teacher.

Her prize picture—the first one she has ever entered in any contest—is part of a series taken in Basawa to illustrate a study that her husband made of "children's activities and roles in Moslem village life in Northern Nigeria." As she recalls it, " 'Children Sweeping' was shot in the spring or early summer, certainly before the rainy season.

"The village, about six miles north of Zaria on the Kano road, is a totally Moslem community of about 100 families—a comparatively well-to-do village with a few self-employed businessmen living there. Though the village people live in and cling to traditional ways, they are also aware of the advantages of a secular education and are willing to support a two-room elementary school. Every morning at about 7, before school opens, the children sweep the schoolyard. Actually there is little debris, and the sweeping is mostly a game. But the children are proud of their school and expect to take care of it." She adds this postscript: "Though on my print I indicated that I had used Plus-X Pan film, it may well have been Agfa 120—ASA 100. (I bought whatever film was available in Zaria.) Certainly the light outside was too intense for a film faster than ASA 100."

The Jury

GRACE M. MAYER, recently appointed curator of the Museum of Modern Art's Edward J. Steichen Archive, joined the museum staff ten years ago and became curator of photography in 1962. In her previous post as curator of prints at the Museum of the City of New York, she directed 150 exhibitions and wrote *Once Upon a City*, a volume illustrated with photographs from the Byron Collection. A citation to Miss Mayer from the American Society of Magazine Photographers reads simply — and accurately — "for her continuous devotion to photography and photographers."

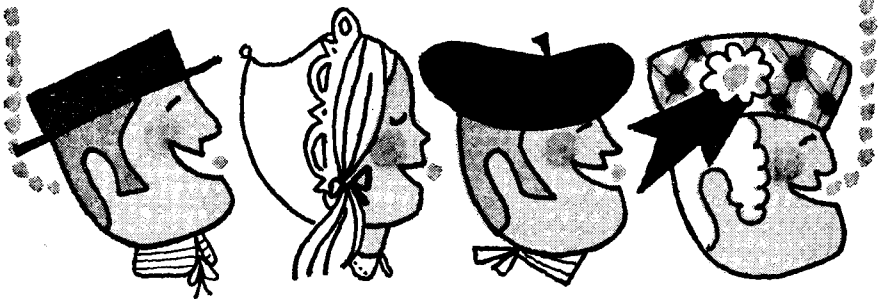
NORRIS HARKNESS, veteran of seventeen years' service as a member of *SR*'s contest jury, is a past president of the Photographic Society of America. His by-line on the nationally syndicated camera column "Let's Take Pictures" was familiar to millions of readers.

For the People-to-People program initiated by the late President Eisenhower, he coordinated a Picture-to-Picture division, and he has been a special projects adviser to the photographic industry on a score of international expositions and competitions.

ERICH HARTMANN, a Magnum photographer for the past sixteen years, is equally at home with industrial clients, magazine art directors, and organization officials. His camera credits include assignments for RCA, IBM, TWA, *Fortune*, *McCall's*, *Holiday*, the New York State Council on the Arts, and the Rockefeller Brothers Fund. Commuting between New York and London, he is currently documenting British architecture for the *Daily Telegraph*. His work is represented in museum collections here and abroad; he is on the faculty of the Syracuse University Color Photography Workshop.

(*Continued on next page*)

YES, ROMANIA!



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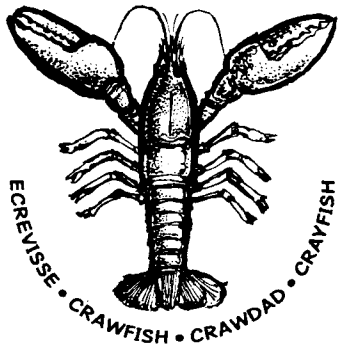
where regional cooking is a traveler's delight



Whatever it's called, you'll find this little crustacean outstanding among the many gourmet delights of Louisiana. For instance, you'll want to try –

Crawfish Gumbo–
a kind of spicy bouillabaisse that owes a little something to Spanish, French, Indian and African cooking. The filé thickener is made of pounded sassafrass.

Etouffé–
a rich Cajun stew totally unlike any other you've ever tasted. Of course, it's eaten with Louisiana rice.

Bisque–
it takes a good Creole cook three days to prepare this hearty but elegant soup. The crawfish heads are stuffed with an herb dressing, and the recipe variations are carefully guarded family secrets passed down for generations.

Broiled, baked or boiled–
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Baton Rouge, La. 70804

Continued from page 65

MARGARET R. WEISS, *SR*'s photography editor and contest chairman, brings a background of graduate studies in philosophy and esthetics to her specialized interest in the camera arts. Consultant on photography acquisitions and exhibitions, she has served on national and international juries for industry, government, and professional organizations. She has conducted visual communications workshops at New York University and is a participating instructor for Syracuse University's annual photography workshops; her writings have been published and broadcast in more than a dozen languages.

NORMAN COUSINS, *SR*'s editor-in-chief, alternates between pen and lens as he travels the world to put ideas and issues into perspective. Under the microscopic photo-credit line of "N.C.," many examples of his camerawork have appeared on the cover and between the covers of the magazine. His one-man shows include the retrospective "People and Places" and a coloramic anthology of tree barks that was given its New York debut in the Exhibition Center at Grand Central Terminal.

Winners in 1969 *SR* Photo Contest

GRAND PRIZE IN COLOR
(Round-trip flight to Tokyo)

JESSE C. RABINOWITZ, Berkeley, California. Kabàh, Yucatán, Mexico. Nikon S3; Kodachrome.

GRAND PRIZE IN BLACK AND WHITE
(Round-trip flight to Dublin)

MRS. B. ROBERT TABACHNICK, Madison, Wisconsin. Basawa Village, Nigeria. Yashica D; Plus-X.

SECOND PRIZE IN COLOR
(Cash Prize - $200)

KATHERINE SINCLAIR, Pleasantville, New York. Aeroskobing, Denmark. Agfa Optima IIS; Ektachrome.

SECOND PRIZE IN BLACK AND WHITE
(Cash Prize - $200)

CARL FRANK, Brooklyn, New York. São Paulo, Brazil. Nikon F; Tri-X.

THIRD PRIZE IN COLOR
(Cash Prize - $100)

DAVID FOLLETT, West Hartford, Connecticut. Plymouth, Massachusetts. Walz Envoy M35; Kodachrome.

THIRD PRIZE IN BLACK AND WHITE
(Cash Prize - $100)

PAUL PETROFF, Great Neck, New York. Pátzcuaro, Mexico. Nikon; Ilford.

FINALISTS IN COLOR
(Cash Prizes - $50)

JOHN J. MCNANIE, Garden City, New York. Sneem, Ireland. Beseler Topcon B; Kodachrome.

GEORGE STORM, Sarasota, Florida. Salzburg, Austria. Leica M3; Kodachrome.

MAVIS ANNE BRYANT, Denison, Texas. Katmandu, Nepal. Fujicarex II; Ektachrome.

JOHN J. WHITE, New York, New York. London, England. Leica 3F; Kodachrome.

L. I. VARNEY, Huntsville, Alabama. Indianapolis, Indiana. Edixa Reflex C; Kodak.

ROY ROSEN, Sante Fe, New Mexico. Oaxaca, Mexico. Rolleiflex 3:5F; Ektacolor.

LINDA DAVID, Ellicott City, Maryland. Prague, Czechoslovakia. Nikon F; Kodacolor.

FINALISTS IN BLACK AND WHITE
(Cash Prizes - $50)

MAJOR ROBERT M. LAW, APO San Francisco. Chicol Village, South Korea. Nikon F; Tri-X.

SIV CEDERING FOX, Harrison, New York. Stowe, Vermont. Beseler Topcon B; Tri-X.

STEPHEN BROEMMEL, Wichita, Kansas. St. Louis, Missouri. Canon FTQL; Plus-X.

FRED SCHEEL, Fargo, North Dakota. Friendship, Maine. Graflex RB Super D 4XS; Royal Pan Sheet.

S. STANSFELD SARGENT, Denver, Colorado. Seville, Spain. Super Ikonta B; Ilford.

JAMES BELSON, Los Angeles, California. St. Paul-en-Vence, France. Zeiss-Ikon; Plus-X.

JUDY LEGRADY, New York, New York. Katmandu, Nepal. Minolta SRT 101; Tri-X.

HONORABLE MENTION

DR. JOSEPH N. ATTIE, Great Neck, New York. Taxco, Mexico. Nikkormat; Panatomic-X.

BROTHER BERNARD, O.S.B., St. Leo, Florida. Cedar Key, Florida. Hasselblad; Tri-X.

DICK BLACKSTOCK, Toronto 197, Canada. Cloyne, Canada. Ricoh; Plus-X.

JERRY A. CALLNER, San Jose, California. Rome, Italy. Nikkormat; Plus-X.

CONSTANCE CROSS, Cambridge, Massachusetts. St. Croix, Virgin Islands. Rolleiflex; Plus-X.

FRED FONTAINE, Rensselaer, New York. British freighter *Athel*, Atlantic Ocean. Hasselblad; Tri-X.

EDGAR PAYNE, Mercer Island, Washington. Tucson, Arizona. Mamiya; Plus-X.

TRACY TURNER, Wilton, Connecticut. Istanbul, Turkey. Pentax; Tri-X.

MORTON M. AXLER, Miami, Florida. Japan. Konica; Kodak.

WALTER H. BEEBE, New York, New York. Como, Italy. Zeiss-Ikon Contaflex; Kodachrome.

C. E. BORDER, Donaldsonville, Louisiana. Nara, Japan. Nikon; Kodachrome.

TERESA DACEY, Pasadena, California. Poseidon, Greece. Kodak Instamatic; Kodacolor.

DOUGLAS GALL, Norwalk, Connecticut. Kyoto, Japan. Kodak Instamatic; Kodachrome.

MRS. RALPH P. GALLAGHER, Bound Brook, New Jersey. Rome, Italy. Yashica; Kodachrome.

ELLIOTT JOSEPH, New York, New York. Inland Sea, Japan. Nikon; Kodachrome.

JIM SHORT, San Francisco, California. Guatemala. Zeiss-Ikon; Ektachrome.

ESTHER ROMELMEYER, New York, New York. India. Pentax; Kodachrome.

DAVID A. ROSE, Newton Centre, Massachusetts. Sogne Fjord, Norway. Nikon; Kodachrome.

BEATRICE ROSENSTEIN, Providence, Rhode Island. Jerusalem, Israel. Zeiss-Ikon; Kodachrome.

GRETCHEN G. SINGER, Chicago, Illinois. Mysore, India. Minolta; Kodachrome.

SOPHIE STONE, Brooklyn, New York. Pisac, Peru. Fujica; Agfachrome.

ETHEL SWENSON, San Pedro, California. France. Kodak Instamatic; Kodachrome.

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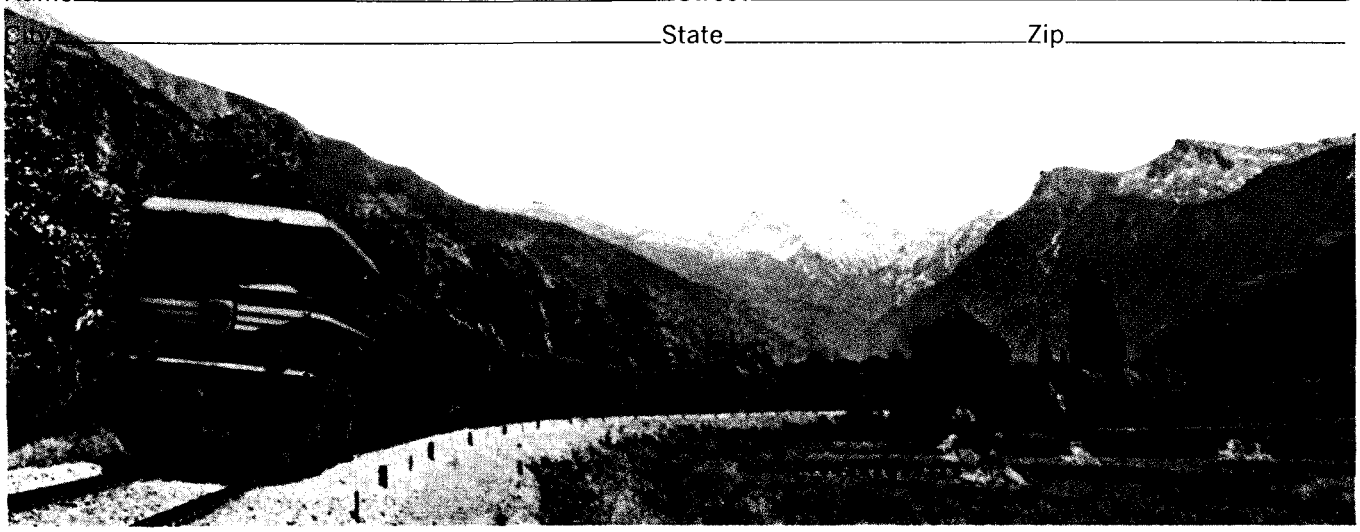

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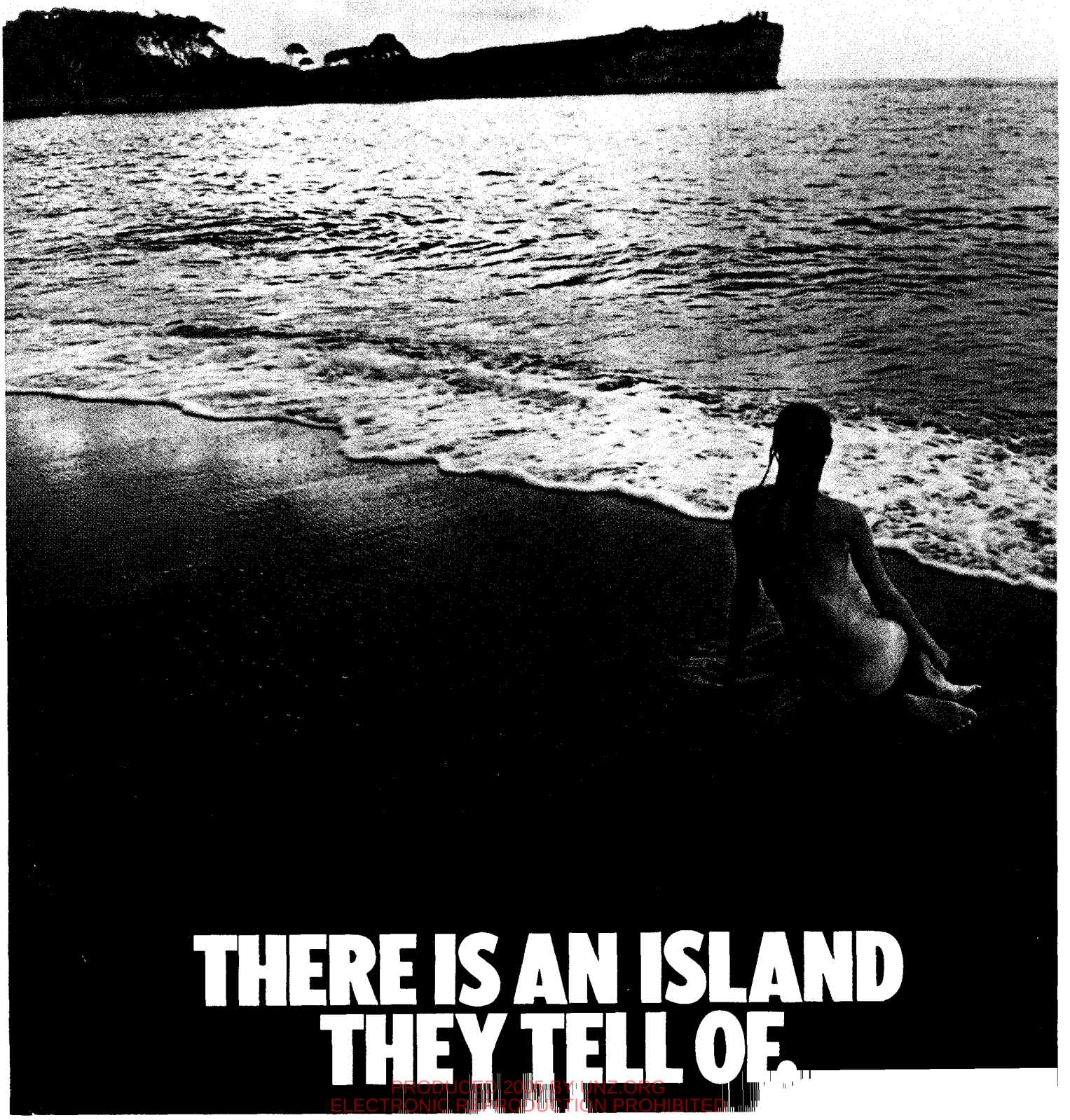

THERE IS AN ISLAND THEY TELL OF.

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The Soaring Seventies

Continued from page 52

limited by the amount of silver that exists in the world if you need all cars with silver zinc batteries, so therefore you can demonstrate that technically to do an equivalent job, what you need is a battery that is both economically and technically feasible."

Until long-range batteries are developed, the little model will have to be limited to run-about city use, unable to hold its own on the freeways. Gumbleton's staff turned out a snappy electric model called the 512, complete with such normal accessories as wipers, heaters, defroster, and turn signals. "There would have to be a social demand for this car in order for it to be built and sold, but I think this is

possible," Gumbleton said. "If our traffic congestion reaches such a point that a vehicle of this size would be required, if air pollution requirements dictate a car operated by battery, then these social factors could influence the use of such a vehicle in intercity or urban areas."

Rent a Trailer, Rent a Plane

So far, the rent-a-car companies are not concerning themselves with problems that may arise from the battery-powered smogless car. They are very much concerned with the problems that may come from the jumbo jets. Robert Smalley, president of Hertz, thinks his company will have to provide buses to get customers from the plane to some facility where they can get a car. Hertz is looking, somewhat gingerly, at rentable mobile homes. The clean-up after a rental is a problem, and Smalley has his people exploring the possibility of paper sheets and disposable towels. With camping space in the national parks already clogged, parking camps will open up on the highways where the family that rolls along in its own portable summer home can pull in for the night and plug into all the facilities.

Both the airlines and the car rental agencies foresee a boost from the new system of bunching holidays into long weekends. Californians who once thought little of buzzing up to Vegas for the weekend now turn in the opposite direction and take Continental's $85 flight to Hawaii. A quick sun tan, a quick *mai tai*, a quick turn in the surf, and back at work Monday morning. For clients who wish to assume another personality, Hertz rents such souped-up sports cars as a GT-350 or a Shelby Cobra, and invites customers to join its sports car club, whose members wear bright yellow jackets.

Even more dashing perhaps are the weekend aviators who may now present themselves at the nearest airstrip, show their flying credentials, and soar off in the plane of their choice. Facilities are already open at Santa Monica and Van Nuys airports in California, in Chicago, Rochester, New York, Allentown, Pennsylvania, and Fort Lauderdale. Within a year-and-a-half, more than one hundred franchises of Lease-A-Plane International of Northbrook, Illinois, will have set up shop across the country, renting planes by the hour, day, week, or month. Rates start at $11 a day and 11 cents a mile. Pilots will be supplied for customers who can't carry out the firm's promotional slogan: "Go Fly Yourself."

The Crowded Outdoors

Strange as it may seem, entrance to national parks, forests, and recreation areas may soon be limited. Attendance at parks has been rising by 7 per cent a year, and at that rate the bursting point is perilously near. Discounting the population growth, some four times as many people are visiting the parks today as visited them in 1950. Longer vacations, better highways, and improved camping rigs have sent campers and hikers streaming into America's thirty-two national parks and 12,000 National Forest Service sites. As often as not, they are met at the entrance by NO CAMPING SPACE AVAILABLE.

Yosemite, a day's drive from San Francisco and Los Angeles, is the nation's most crowded park. At times, the park affords little relief from the clogged freeways the campers have sought to leave behind. Things are just as hectic at Yellowstone, where the fish stock is so depleted that people over

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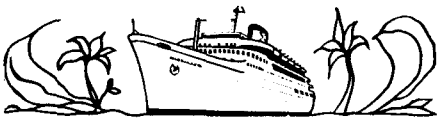

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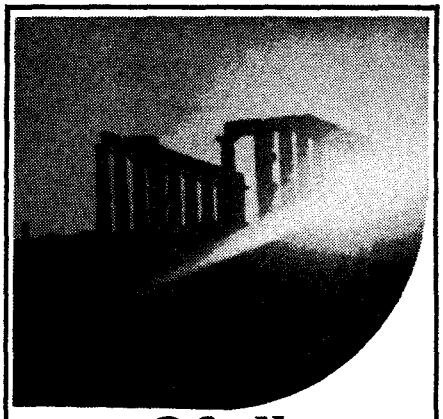

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twelve are now forbidden to use live bait; at Grand Canyon, whose trails leading from the rim to the canyon floor are constantly being eroded by the weight of countless hikers; and in Great Smoky Mountains Park in Tennessee and North Carolina where traffic sometimes backs up for twenty miles.

Not only has the National Park Service been forced to jettison its come-and-visit campaigns, but camps have had to set capacity limits, closing up after all the sites are taken. Campsites were always free, first come first served, but now fees and reservations are being tried. Other camps will bar automobiles at the entrances and will bring in tourists by bus.

The obvious solution is to buy more land, but logging companies and real estate developers seem to get there first. And the National Park Service needs every bit of its $130-million budget to maintain the existing 27 million acres of parkland.

"A lot of the overcrowding," says a National Park Service spokesman, "is due not so much to people as the things they bring with them, for instance automobiles and other appurtenances. We've already taken steps to reduce overcrowding in the parks, particularly by automobiles. For instance, at Yosemite we're putting in tour buses to encourage people to park their cars at peripheral parking lots and walk in, then take buses, and walk around the various sites. A year ago we established a policy of cutting off camping when it reached capacity, to make it a better experience for the people already there by eliminating this wall-to-wall tenting. It also protected physical features of the park.

"We have ongoing efforts—I don't know how successful they are—to encourage people to go to lesser-known park areas, and to go in off-peak seasons. A lot of these parks are just as beautiful in September and May as they are in June, July, and August. This is done primarily through speeches, feature articles, particularly in the region where the park is located.

"The basic problem is that you have ten or fifteen parks that are really crowded and overused during a brief period in the summer. Everybody wants to see Yosemite, Yellowstone, and Grand Canyon, but they want to do the things in those parks they could just as easily do in others. There are park areas that because of their geographic remoteness or the fact that they are not as well known don't receive the visitation we think they should. One that comes to mind is Isle Royale National Park in Michigan, in Lake Superior. It's a park that has no roads at all, a beautiful wilderness

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***SR's* Educational Travel Feature**

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area, and it probably has no more than 20,000 visitors a year compared to two million at Yellowstone."

However undemocratic it may sound, conservationists such as Laurance Rockefeller are now convinced that it is necessary to impose use fees to control the parks. Rockefeller also advocates a vastly increased network of state parks and state recreational areas to take the pressure off the beleaguered federal preserves.

The push for a square plot of green and a bit of open sky has encouraged such ventures as Holiday Camps USA, which is stringing private campground franchises across the nation. In two weeks it will add a 150-unit camp on Astronaut Trail, sixty miles south of Cape Kennedy. A luxury campground as campgrounds go, it will have tents, trailer sites, coin-operated laundry, tile showers, and even a swimming pool.

Outdoorsmen who are having a hard time finding a place to rough it will be aided, beginning this week, by a new service called Computicket. Originally devised to sell sports and theater tickets in major cities, the computerized ticket system will permit a camper who shows up at a bank, store, or wherever a computer machine is located to request camping space for his family and his rig on a date he specifies. The answer comes back in a few minutes, offering an alternative date if his first request cannot be met.

If man's technocratic mind can computerize the campground, is there no future for those seemingly outmoded types of transport, the ship and the train, which have served man so well? With their highly successful Bullet Train, the Japanese have already shown that a railroad need not be like the disgraceful, unkempt antiquities operated by the Penn Central on its commuter runs into New York. Now the French are displaying the sleek Aerotrain that scoops up air in its forward turbines and has a huge propeller on its tail. Riding a cushion of air over a cement track, it flies over the countryside at 156 miles an hour. Perfect for the 200-mile range, it carries eighty passengers in two- and three-abreast seatings in its single car. The French are also testing another train, called the Urba, more like a rapid transit system, that runs suspended from an overhead rail and uses a suction principle.

Are Ships Obsolete?

On the high seas the greatest problems hamstring the American steamship lines. On the face of it, bookings have been good. For the first three-quarters of 1969 American carriers registered gains of 20 per cent above 1968. While customers showed up for advertised cruises, the problem was not marketing but economics. During the tail end of its career—it is now in mothballs—the *United States* was accumulating good bookings, but they were not enough to save her. Says Warren Titus of American President Lines: "Going into the Seventies the American flag passenger industry is in probably the worst shape it's been in for a long time." Most of the American flag ships were built for another purpose, and they don't fit the popular cruise concept, and even if they do fit, the economics don't work. Titus says, "Ships designed for transportation, such as the *Brazil* or the *Argentina*, are lovely cruise ships, but their capacity in relation to their operating costs is not in proper balance. We are also in the highest-priced labor market in this country. Labor and government and private industry must bring their collective resources together and come up with a new generation of ships operating under economic conditions that will attract private capital to them. We have to redesign the American flag passenger steamship industry in order to stay in business."

Although the unions are popularly blamed for the decline in American

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passenger shipping, most of the unions, particularly on the hotel side of shipping, have indicated a willingness to cooperate. They must cooperate or American ships will disappear from the sea lanes. On the East Coast, the NMU has indicated a willingness to reduce the number of crew members required by ships, and a similar spirit has been evidenced by the cooks and stewards union on the West Coast.

"In building new ships for the Caribbean and the Mediterranean cruise market," Titus says, "you must recognize that you're operating a floating hotel. People don't tolerate bunks anymore. A ship without private facilities can no longer succeed. We had some (cabins without toilets) in our (APL) ships, the *United States* had them, the *Independence* and *Constitution* had them. What's more, you have to design your public room space and your amenities just as you would for a landlocked resort, building into it the capability of catering to individual travelers as well as those special groups who want conference room space."

Titus thinks it means building new ships, and that depends to a great extent on federal subsidy. If one takes as an example Cunard's latest contract for two ships to be delivered in 1972, let last year, then it takes three years from the date one decides to build. The Senate starts hearings on the matter this month, the House in February. Speaking for APL, Titus says, "We are prepared to take some losses, but those losses are perhaps not of the magnitude that were facing the United States Lines. We're gung ho, and we're positive, and we're going to try." It sounded spirited, but considering the position of American passenger shipping at one time, it seemed a bit sad.

One of the few shipping people who sees a bright future on the high seas is George Turner, who heads P & O's American operation. With eleven ships, all of them postwar models, roaming the world and calling at ports wherever the business looks good, P & O is in a unique position. Its cruises, as it now calls them, can run from Vancouver to San Francisco in a day and a half, or four months around the world. Operating the largest fleet in the world—it has 15,000 beds afloat—P & O is British-registered, deals with one union instead of the seven that wrap themselves around American liners. "Ships are competing with hotels not airlines," says Turner. "The ideal thing to do is build a cruise ship that matches the capacity of a 747. You can bet that we're looking at that concept very closely."

The North Atlantic is another story. For the first time this winter there are no major ocean liners crossing the Atlantic, nor will there be until spring arrives and the cruise season is over. Edmund Lanier, the French Line's urbane president, gives the *France* a life of perhaps twenty years more but concedes that the future of ship travel lies in short ferry services that will convey passengers and their cars to such vacationland areas as Corsica and North Africa. The line, which maintained a string of North African hotels before the war, has already re-entered the vacation market with informal hotel clubs in the Mediterranean. C. N. Anderson, Cunard's president for North America, has hinted that Cunard, too, will follow the French Line into the land-resort business with hotels yet unannounced. Meanwhile, it will, like most other steamship companies, concentrate on the conception of the ship as a way of luxurious resort life rather than as a means of transport. The *QE2* exudes a particular panache in its de-

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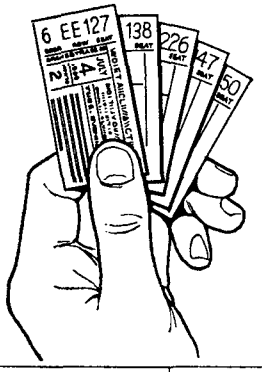

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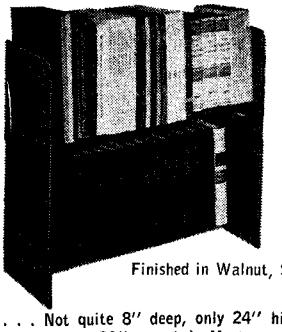

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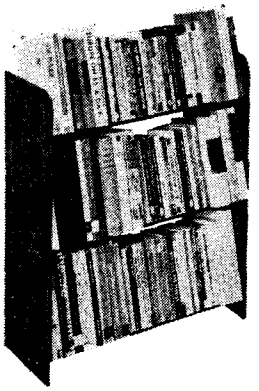

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sign that makes it seem more like a gay resortland than, say, a floating version of an old-line, European, palace-type hotel.

In a further move toward diversifying into recreational maritime endeavors, the French Line is acting as agent for two large yachts that the Renault family is putting out for charter. Both of them will operate out of Antigua. There has been a trend, too, toward welding air and sea vacations. In their advertising Eastern Airlines has shown a figurative beast, half-plane and half-ship, by way of suggesting that passengers fly to Florida and then cruise the warm waters. Miami is very pleased with its new docking facilities, which permit cruise ships to leave from new city piers. Passengers can fly from frostier climes in the Northeast and avoid the long and often rough sea run until the ship reaches warmer waters.

Overseas National Airways, one of the busiest of the supplemental carriers, believes so firmly in air-sea combination vacations it has ordered its own 15,000-ton, one-class cruiser. Operating in the Caribbean in winter and the Mediterranean in summer, the ships, says ONA's Vincent Duffy, will be filled by chartered jumbo jets hopefully chock-a-block with passengers who have bought a packaged air and sea vacation.

While ships technically never will be able to compete with planes on a seat-mile basis, the Bell Aerospace Division of Textron is working on a surface-effect ship that skims over the water at the incredible speed of ninety-two miles an hour. While it does have sidewalls running below the surface of the sea and, unlike a Hovercraft, cannot float over dry or marshy land, it will be able to absorb waves up to six or eight feet. Bell plans it for short-haul runs where it could carry 400 passengers on fifty-mile trips at better than ninety-mile-an-hour speeds. Princess Cruises of California is talking of small surface-effect ships that would serve as transfer craft, bringing passengers from ship to shore. They would leave from a docking bay inside the mother ship and be able to skim a shallow river and deposit passengers where no pier or jetty exists. A larger version could make the cross-Atlantic run in twenty-four hours carrying perhaps a thousand passengers, but its cost per passenger mile would be perhaps three times that of the 747.

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(*Continued on page 91*)

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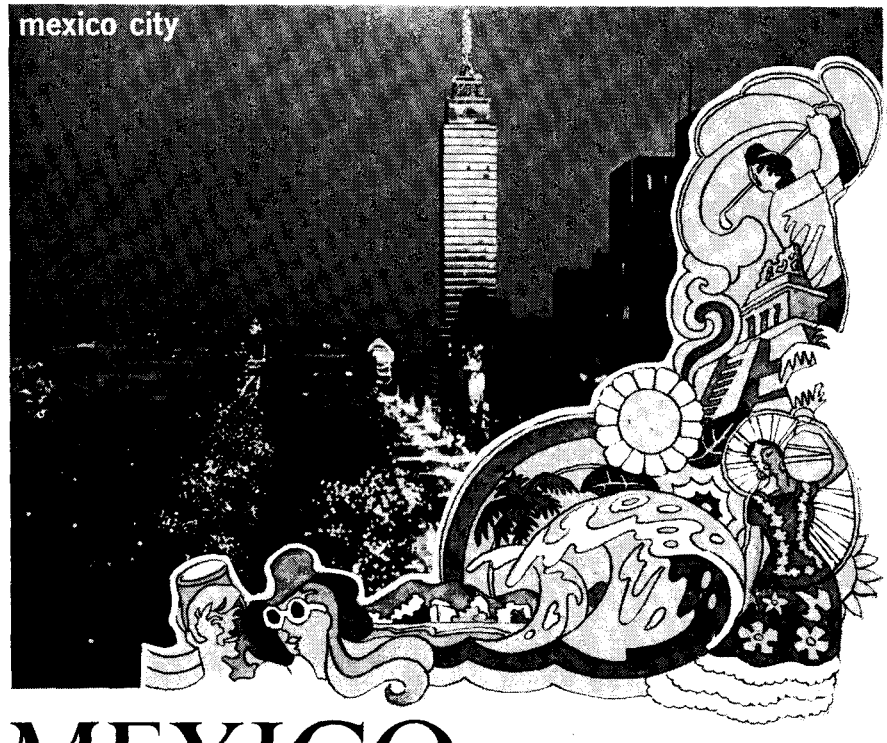

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SR Goes to the Movies

Roland Gelatt

Down Memory Lane

THE RESONANCES IN *A Dream of Kings* are startlingly familiar. Like *Medium Cool*, the film uses the dingy side streets of Chicago for a backdrop. Like *The Christmas Tree*, it involves a young boy dying of some unmentioned malady. Like *The Arrangement*, it is peopled with assorted members of the Greek-American community (and is accompanied by the same kind of slinky, ouzo-flavored music). Like *Z* and *Anne of the Thousand Days* (see below), it has Irene Papas playing a valiant wife in the maw of adversity. And like *The Secret of Santa Vittoria*, it allows Anthony Quinn to hold forth as the hearty scapegrace in whom reside vast reserves of ebullience and incompetence. In fact, it's reminiscent of perhaps a half dozen films in which he has appeared during the past fifteen years.

On this occasion Quinn plays an impoverished marriage counselor named Matsoukas—a fiftyish fellow possessed of considerably more ego than brains. Outside office hours (which appears to be most of the time) he boozes, gambles, brawls, and lusts after Inger Stevens, the comely proprietress of a neighborhood bakery shop. But we are not to be deceived by these brazen diversions. *Au fond*, Matsoukas is A Good Man, blessed with a largeness of spirit that washes over everyone in his path.

Quinn sails into this role with his usual prodigal energy. He has been mining the larger-than-life lode successfully for years, but by now there is a predictability to his performance that invites tedium. Long before Matsoukas and his ailing son fly off to Greece in search of the healing sun, *A Dream of Kings* has outstayed its welcome. En route there are some effective vignettes of lower-middle-class life in one of Chicago's drab ethnic enclaves.

Nothing could remotely be described as drab in *The Reivers*, a prettified account of the Deep South at the turn of the century. Its tone is set in the opening titles. While the credit lines unroll and buoyant Coplandesque music swells from the sound track, we see a group of white kids and darkies splashing away in an integrated swimming hole. This is picture-postcard America, where the sky is always clear and the paint always fresh, where grandfathers are wise and whores demure, and where you can call a black man a nigger without giving offense. Let's not be curmudgeonly and wonder whether life in Mississippi could really have been this seraphic. It's pleasant to find yourself in never-never land once in a while.

The film is based on William Faulkner's last completed novel. Irving Ravetch and his wife Harriet, a team of experienced Faulknerites, made the adaptation, and their script moves with rhythm and style. It begins, like the novel, with remembrances of things past (Burgess Meredith is the off-screen narrator) and thereafter oscillates skillfully between commentary and action. The memories belong to Lucius McCaslin and chronicle his great adventure at the age of twelve, when Lucius and two older accomplices—Boon Hogganbeck and Ned—take off in his grandfather's new Winton Flyer on an unauthorized joy ride to the metropolis of Memphis.

Essentially, *The Reivers* is a morality tale about broken promises and their inescapable consequences, and in its simple way it speaks eloquently for the "square" values of America's lost innocence. Director Mark Rydell (*The Fox*) obtains some nicely understated performances from Steve McQueen, Rupert Crosse, and young Mitch Vogel, and with the help of cameraman Richard Moore creates dazzling images of the South as it was before the highways and the fumes.

Hal Wallis's production of *Anne of the Thousand Days* is one of those disaster films that merit attention only because of the celebrity of its participants—in this case Richard Burton (King Henry VIII), Genevieve Bujold (Anne Boleyn), Irene Papas (Catherine), Anthony Quayle (Wolsey), and John Colicos (Cromwell). Like the Maxwell Anderson play from which it derives, the movie explores the stormy relationship of Henry and Anne—from their first encounter to her beheading—along with such attendant episodes as the discarding of Wolsey, More, and Catherine. This is not exactly fresh material, and Charles Jarrott (a British television director who makes his large-screen debut here) escalates its filmic familiarity by consistently falling into the tritest clichés of the historical pageant. In addition, the screenplay is of really stupefying banality. With impediments of this magnitude, it's no wonder that Burton and his colleagues wander pretty disconsolately through the proceedings.

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TV-Radio

Robert Lewis Shayon

One-dimensional Square

IS GEORGE BELLAK, author of *Sadbird*, a recent "CBS Playhouse" special, really a double agent masquerading as a television playwright for the Establishment while espousing, in the secret depth of his loyalties, the values and goals of rebellious youth? The possibility intrigued me briefly, after I had watched his hour-and-a-half drama, but logical analysis triumphed over delectable speculation. The conclusion: *Sadbird*'s creator is one-dimensional. Consider the evidence. *Sadbird* is the parable of the prodigal son according to the Gospel of General Telephone and Electronics, its sponsor. The play records the return to the house of the Establishment by Alex Miller, twenty-eight, a college graduate of exceptional innovative talent and organizing ability. Somewhat like the original prodigal in the Gospel according to Luke, Alex left his father's (the Establishment's) house after college to become a member of a group of beautiful people.

He tried revolution in the streets, copped out of the politics game, and found going beyond the unemployment insurance game more complicated. We meet him at a point when his "Overall Master Plan for Conglomerate Underground Enterprises" finds no financial backers. If not reduced to feeding swine like the biblical prodigal, he is at the least discontented, "working a thirty-hour day underground to keep from working an eight-hour day, up top." To help his group with "bread" to buy communal property in Mexico, he takes a job (disguised as a 9-to-5 square) in a toy company. His assignment: to steal the plans for a new big-money toy and turn them over to a competitor. Once across the frontier of another life-style, he is quickly subverted. He feels power, effectiveness; his ideas are welcomed; his square, kindly, fatherly boss, the toy manufacturer, rewards him handsomely.

The squarely feminine toy-buyer that he meets makes him feverish. She is looking for order and meaning in life, and for a conventional marriage; his communal "chicks" value sensuality and sensibility in a world that makes no sense. He oscillates between the opposing life-styles, makes a gesture toward escape, but is trapped by the acceptance of his plans for computerizing the toy company. In the end, he turns his back on his beautiful people, buying out by giving them the money for the Mexico property. A prodigal repentant, he wins the square girl plus a piece of a toy company conglomerate going public. To the square viewers the GT&E parable proclaims: "Don't worry. Your dissident children recognize that Poppa's ways are the best ways. The fatted calf awaits them all." To the beautiful, sweet ones, it says: "You too can be a prodigal; in your father's house waits much power and the true bread of life."

Thus scans Bellak, the Establishment playwright. But the countervailing argument runs as follows: Alex's success in the toy world (a teeny-weeny view of the system) is based actually on a negation of Establishment values. When first confronted with Happybird, a model of a mechanical bird that flies, Alex suggests modifying it so that the bird *tries* to fly but fails.

Call it Sadbird, he says, so that people can take out their frustrations on the toy. He designs a racing set filled with natural disasters—"Wipe-out!" Another of his creations is a box with a man's face; you press a button, it revolves and turns its back on you ("It's meaningless. It fulfills every requirement of society—including rejection"). All his gadgets are symbols of a system productive of ennui and self-deprecation. The final fade-out, a close-up of Sadbird on the floor of Alex's new apartment, could be a symbol of poor Alex, who tried to fly and failed—a signal of esoteric significance to the faithful.

The double-agent theory is further supported by the obvious fact that "CBS Playhouse" would never buy a searching criticism of the Establishment. Knowing this, the theory would say, Bellak feigns accommodation, but really subverts the enemy's values. Like Sadbird, however, this illusion falls when it collides with the iron law of television viewing. Each viewer in the audience always distorts the medium's messages to synchronize with his own preconceptions. Square viewers see only the parable according to GT&E. Hard core, beautiful people—life-models of Alex's stereotyped communal group—would hardly be watching the Establishment's containment machine, or in the possible event they were, they would violently reject the exploitation of their life-style for entertainment and countertruth.

The play, then, must have been designed for the squares—a happy reinforcement of their square world on the eve of the Christmas season. Alas! No double agent *Sadbird*'s author. Is he a sort of square elder brother who never took a journey into a far country and wasted his substance with riotous living?

"This is my workshop, Mother. These are my tools. Here I tinker and putter in the world of finance."

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Music to My Ears

Irving Kolodin

Mehta, Straussian; Somer, Browning

ZUBIN MEHTA'S most recent appearance in Philharmonic Hall was a landmark event for him as a conductor of symphonic music in New York City. On one side were those earlier appearances (beginning with the first in Lewisohn Stadium) during which he had climbed his way up the hill of challenge and fought the battle for survival in peril of the missteps that may beset raw talent uncoupled with experience. What he did this time was so patently a product of control, command, and composure that it can be assumed that he has reached high ground on the way to even higher ground.

What he had chosen to perform were works of Beethoven, Mendelssohn, and Richard Strauss that do not lend themselves to short cuts or easy solutions. And the instrument on which he performed left no room for complaint or dissatisfaction, meaning that only maximum standards were applicable. Withal, there have been few guest conductors of the many heard recently with The Philadelphia Orchestra who have shown themselves so capable of utilizing its capacities to the fullest as Mehta did on this occasion. Or, for that matter, drawing so willing a response from it.

The *Leonore* No. 3 Overture of Beethoven has begun innumerable symphonic programs for the soundest of reasons, and it made a compelling beginning for this one also. The big lines, the large scale, the extremes of dramatic contrast were all present. At one moment or another, one had a feeling that the design of the performance was even larger than the amount of meaning Mehta summoned to fill it, but—no matter. It showed a splendid conception that Mehta, at less than thirty-five, has decades to realize completely.

The choice of Mendelssohn's E-flat Octet to follow posed a variety of questions: was the presence of it prompted by a desire to show off the celebrated excellence of the Philadelphia string section (which was utilized, almost entire, including eight double basses, thus making an outsized nonet of Mendelssohn's modest double quartet); or was it merely a politic gesture to induce maximum cooperation? The answers were not long in coming. A violinist's son as well as a violinist himself, Mehta obviously was enthralled by the opportunity to shape, to a perfectionist's taste in Mendelssohn, a dream performance of a work almost beyond comprehension as the product of a sixteen-year-old mind.

Some may take issue with the quantity of players Mehta utilized. My own complaint would center on the use of so many double basses, thus making the sound decidedly bottom-heavy. When they were omitted entirely (in the "Scherzo," where they could not be accommodated in any way), the texture was consistently lighter, more transparent, and, to this taste, more Mendelssohnian. In the main, the performance proceeded from so sophisticated a sense of musical context and achieved so many moments of fulfilling sonority that one may expect Mehta's total view of it to refine even more in the future.

In the aftermath of the evening-ending performance of *Also sprach Zarathustra*, another answer to the presence of the Mendelssohn Octet emerged. It was then clear that the Octet served not one but two purposes. The first was to expound a work that Mehta cherishes, in circumstances of maximum opportunity. The second was to disengage the Philadelphia's string players from the kind of incisive attack and pressureful bowing to which they are habituated, on behalf of a brighter, more luminous sound. By making soloists of every one of them, Mehta accomplished this more expeditiously and with far less conversation, one suspects, than if he had undertaken to achieve the same objective in the Strauss alone.

For, let it not be forgotten, Strauss is on record as warning his interpreters: "Conduct *Salome* and *Elektra* as if they were by Mendelssohn: Fairy Music." Some may assume that this was a paradoxical pleasantry, but Strauss knew what he meant, and so, fortunately, did Mehta. The heavy, turgid string sound too often heard in this musical counterpart to Nietzsche's philosophic pronouncements was replaced by a chamber music quality all finespun and radiant. What Mehta made of it in the hymnal passages early in the work established a basis of tonal values that prevailed throughout. So beautifully balanced was the relationship of elements that even at the back of the hall one could hear the many lines of Straussian sonority clearly. In a work whose greatness may be converted into grossness by even minor miscalculations, this proclaimed that Mehta is now entitled to the honorary title (awarded all too readily these days to anyone strong enough to pick up a baton) of *maestro*.

A pair of contemporary enthusiasms collided at Alice Tully Hall on the evening when pianist Hilde Somer presented an all-Scriabin program in affiliation with Thomas Shoesmith, identified as Lumia Designer of Fillmore East's Joshua Light Show. Miss Somer began with two of the preludes and the Seventh Sonata in which she was wholly on her, and Scriabin's, own. Later she played another group (including *Vers la Flamme*) sans illumination. In the first group the piano playing was not of the quality associated with Miss Somer, giving plausibility to the report that she was physically below par.

The collision of enthusiasms occurred in the second and fourth portions of the program, in which, to the playing of such music as *Guirlandes*, *Flammes sombres*, and the Fourth Sonata, colorful abstractions devised by Shoesmith were displayed on a screen at stage center. It did not make a convincing experience to me because the shapes were more in the nature of animated illustrations of the movement and color in Scriabin's sounds than fulfillment of their musical implications. The sum of it was a division of attention rather than a unity of result.

Across 65th Street in Philharmonic Hall John Browning was simultaneously engaged in a non-visual but rather more illuminating performance that centered about a set of twenty-four preludes commissioned by the pianist from Richard Cumming. They were, from the outset, intensely pianistic and provocative of rich sound—or, perhaps, it is Browning's virtue to make pianistic profit of any music, however composed. It was somewhat difficult to isolate, among the flow of skillfully articulated patterns, a character distinctively Cumming's own, but the performance synthesized the exceptional range of Browning's artistic competence.

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World of Dance

Walter Terry

Ballet in Brooklyn; Modern at the "Y"

THE FINAL NOVELTY of the American Ballet Theatre's enormously successful engagement at the Brooklyn Academy of Music was *Brahms Quintet*, choreographed by Dennis Nahat to the Quintet in G major, Opus 111. It is in the genre of Jerome Robbins's *Dances at a Gathering*, but it is by no means in the same class. Robbins surrendered himself to his Chopin pieces and then recaptured them in terms of choreographic form. Nahat has surrendered, and rather prettily, but he hasn't given choreographic shape to his Brahms. Thus, his *Quintet* comes perilously close to self-indulgent swooping about to music, something that is loads of fun to do, but not necessarily to watch. This is a tricky area of dance composition. Robbins triumphed in it; Nahat made a good try at it.

Quintet had the good fortune to have a superlative cast. Cynthia Gregory and Ivan Nagy, separately and together, led the opening "Allegro" with beautiful dancing; Mimi Paul, formerly of the New York City Ballet, made one of her too infrequent appearances with the company in the "Adagio," with Gayle Young as her expert partner; the "Allegretto" was of special interest, for it was danced by Naomi Sorkin, whose father, Leonard Sorkin, was in the pit as first violinist (Ian Horvath was her partner); and the closing "Presto," in which the entire cast of principals and soloists took part, was led by Terry Orr and that most versatile of the American Ballet Theatre's ballerinas, Eleanor D'Antuono. So it was, when the choreography faltered or evaporated, the dancers kept it going and gave it whatever substance it had.

Photo: Jack Mitchell

Lar Lubovitch—"He has a great future as a choreographer as well as in performing."

Miss D'Antuono, incidentally, had preceded her lyrical duties in *Brahms Quintet* with a bravura acting performance in *Las Hermanas*, Kenneth MacMillan's choreographic translation, to music of Frank Martin, of Lorca's *The House of Bernarda Alba*. As the Jealous Sister, Miss D'Antuono gave a seething, venomous performance that complemented the intense interpretations provided by Lupe Serrano (the emotionally suppressed Eldest Sister), Diana Weber (the wanton Youngest Sister), Royes Fernandez (the sex-hungry Man), and Lucia Chase (the stern, indomitable Mother). As a ballet, this probably could not be viewed as a major work of choreography, but as a theater piece it provides some splendid melodrama.

Choreography of great imaginativeness, diversity, and considerable promise was provided by Lar Lubovitch in a recent concert in the Kaufmann Hall of the 92nd Street YM-YWHA, long an important dance center in New York. This young dancer, with a handsome body and a virile presence, was a member of the Harkness Ballet, yet all of his choreographic inclinations, at least as revealed in this, his third program of dances, are strongly oriented toward modern dance. But he is in no sense derivative of, say, a Martha Graham or a Merce Cunningham. He is very much his own man, and I, for one, believe he has a great future in choreography as well as in performing.

The loveliest, most sensuously lyrical piece on the program was *Unremembered Time—Forgotten Place*, with music by Tony Scott and Kimio Eto. It is filled with long, sustained movements, with stretchings that the dancers seem to savor, and it is glinted with moments of darting action, light and mercurial. Takako Asakawa, guest artist from the Martha Graham Company, and Lawrence Rhodes, principal dancer and co-director of the Harkness Ballet, gave it an incandescent performance. At an earlier date, I had seen Miss Asakawa dance excerpts from it with Lubovitch himself, and on both occasions I thought what a beautiful work it would make for either the movie or television screen.

The program's two premieres were

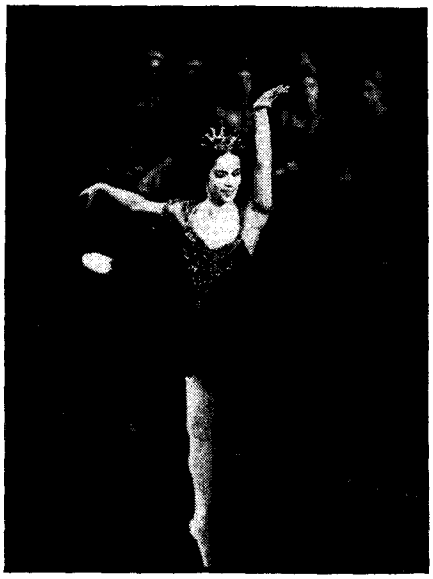

Photo: Martha Swope

Eleanor D'Antuono—"Versatile ballerina."

Incident at Lee, an adventure in violence when artists of the theater run head on into the roughnecks of a rural community through which truckers and factory workers pass. The dance uses words, grunts, disorder, realistic gesture, fantasy. (Ironically, the locale is Lee, Massachusetts, near the Jacob's Pillow Dance Festival.) And a dance inspired by the Tibetan *Book of the Dead* and entitled *Transcendent Passage* was the second premiere. In it, Rhodes played the Deceased, and Miss Asakawa and Lubovitch were the Memories of Earthly Life who guide him from death to the hope of rebirth. The music of Pierre Henry and Morton Subotnick is helpful to the mood of the work, but especially impressive were the vast tomb doors (placed upstage on a slant rather like an old-fashioned cellar door) that opened slowly, awesomely upon death and memories, and closed ominously at the end on death, but with memories released.

From various companies and studios Lubovitch assembled twenty-nine dancers in all—three principals, ten soloists, and the rest corps—to perform his program, and they all entered into the occasion with vigor and enthusiasm as well as with fine prowess. Lubovitch, in addition to choreographing and dancing, designed scenery, costumes, and lighting. Presumptuous? Perhaps, but it worked, and, since his concepts are theatrical, it is probably wise that he choreograph his own lights, costumes, and properties right into the very structure of his dances. Quite a talent here—watch for his next appearance.

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Criticism

Continued from page 27

ligence is not without its limitations. He says that, though he has withdrawn from much of his early commitment to Marxism ("such as, for instance, the metaphysics of dialectical materialism and the messianic role assigned to the working class"), there are certain things he still retains—principal among which is his "predilection for a heightened form of historical awareness." But it is in part, one suspects, from this same source that he comes by his pugnacious secularism, his unflagging antagonism toward the idea that the literary imagination can find any sort of foothold in religious belief, or in what he speaks of, somewhat pejoratively, as "the mythic imagination." And, in committing him to a most hostile resistance toward whatever appears to be in any way a part of "traditionalism," this position sometimes shuts him off from important areas of literary experience and testimony (as in Hawthorne, say, or Eliot).

Mr. Rahv not only has limitations of vision and sympathy: he also has certain crotchets, like his animosity toward the New Criticism or his irritability in the presence of "Romanticism." And he seems strongly disinclined to make any sort of peace with what he calls "the 'swinging' Sixties." But any intelligence that has found its own center has, inevitably, its limitations and no doubt its crotchets; and heckling on this ground would surely represent only a small-minded kind of niggling and ingratitude, given the faithfulness and probity with which, in the case at hand, a life has been spent in the service of literature. What it is essential to say, therefore, as Mr. Rahv moves now into the late years of his life, is that he has been a good critic, that indeed over many years his career has been one of the adornments of American intellectual life, and that we are lucky to have this big and handsomely produced book.

Nathan A. Scott, Jr.

Nathan A. Scott, Jr., is the author of "Negative Capability: Studies in the New Literature and the Religious Situation" and "The Unquiet Vision: Mirrors of Man in Existentialism."

THE CONFUSION OF REALMS

by Richard Gilman

Random House, 272 pp., $6.95

LIKE ALL GOOD TEACHERS—and a critic is a teacher—Richard Gilman has, in Hemingway's phrase, a built-in, shockproof crap-detector. He is forever asking embarrassing questions.

Like all authentic artists—and a critic is, in his way, an artist—Gilman lampoons all who have recourse to literature's bag of accepted tricks.

A blend of theory and practice, these fifteen essays deal with "drama, fiction, films and other things," mostly in contemporary America: Sontag and McLuhan, Cleaver and Malcolm X, Barthelme, Gass, John Rechy, the Julian Becks. Gilman's judgments are thoughtful, subtle, fair and often lethal.

Who would willingly endure the long apprenticeship needed to learn to write good traditional novels just in order to write good traditional novels? According to Gilman, almost all our major writers. They haven't heard the news that verisimilitude as art is dead. They keep writing books "about men in society as Balzac taught them to do, never dreaming that a Proust or a Joyce has supervened." Thus great talents like Updike and Salinger limit themselves to a "self-conscious skill-in-the-void, like riding a bicycle with-no-hands-ma."

Drama, the most backward of the arts, fares even worse: it's an unremitting bore. Pouring new themes into the old molds of Ibsen and Chekhov does not create art. Or interest. The playwrights haven't heard the news, either: "characters" are dead and have been for some time. Thus most theater, "for a small but steadily growing number of intelligent persons," has become "a social occasion of stupefying inanity." What a delight it is to find a mind as keen as Gilman's corroborating feelings one usually enunciates only sheepishly to a few (skeptical) friends.

Gilman admires a handful of contemporary writers who know that art is not a complement to life but an increment; that the only new content is new form; that art is not psychology, sociology, philosophy, political theory. In short, art is not life—and therein lies the "confusion of realms." For Gilman, while Donald Barthelme's *Snow White* has its faults it still "shows us more of the nature of our age and ourselves than all those novels which never recognize the crisis of literature and therefore do nothing but repeat its dead forms."

Gilman calls William H. Gass's *Omensetter's Luck* the most important piece of American fiction in this literary generation. Like Barthelme, Gass is working to "replenish and extend the art of fiction instead of trying to add to the stock of entertainments, visions and humanist documents that fiction keeps piling up."

The case of Norman Mailer, to whom Gilman devotes almost a third of his book, is *sui generis*. Outrageous, egotistic, demagogic, Mailer has blustered through his extraordinary career, from that most conventional and uninfluential of novels *The Naked and the Dead* to a true masterpiece, *The Armies of the Night*. Gilman's critical biography, a *tour de force*, is perhaps the best evaluation of Mailer around.

From Mailer to Ibsen and Strindberg, from a put-down of John Rechy or *MacBird!* to philosophical meditations on "Art and History," Gilman never wastes our time. No trivia, no irrelevancies, no precious self-indulgence. He is complex but lucid, unpretentious, and exacting.

He is also frighteningly smart, as becomes a professor at the Yale Drama School and a former critic for *Commonweal*, *Newsweek* and *The New Republic*. Few authors or professors can claim as much. And fewer critics.

William Beauchamp

William Beauchamp teaches French literature at Columbia University.

Your Literary I.Q.

Conducted by David M. Glixon

FRODO LIVES

But where? Susan Reisner of Meadville, Pa., challenges her fellow-fans of J. R. R. Tolkien to place each of these characters in his usual dwelling among the places in Column 2. For a Middle Earth directory, journey to page 83.

1. Sauron ( )
2. Frodo ( )
3. Boromir ( )
4. Treebeard ( )
5. Celeborn ( )
6. Elrond ( )
7. Smaug ( )
8. The Great Spiders ( )
9. The Balrog ( )

a. Gondor
b. Lonely Mountain
c. Bag End
d. Mordor
e. Fangorn Forest
f. Moria
g. Rivendell
h. Lorien
i. Mirkwood

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Americana

TRAVELS IN NEW ENGLAND AND NEW YORK

by Timothy Dwight, edited by Barbara Miller Solomon with Patricia M. King

Harvard, 4 vols., 1,808 pp., $30

THERE WAS A TIME—long, long ago—when college presidents had so little to busy them on campus that they could spend leisure hours pursuing avocations, even simultaneous vocations. Timothy Dwight lived in such a time, and his positions as president of Yale College, professor of theology, and Congregational clergyman did not prevent him from taking one or two long trips each year through New York and New England.

For Dwight these journeys were both a search for health and a search for information about his favorite states. They were also a chance to set forth his thoughts on many matters, for during those trips — the first in 1796, the last in 1815—he kept extensive notes which he later compiled into a series of "letters" to an anonymous Englishman. Four years after Dwight's death in 1817 the letters were published in four large volumes as *Travels in New York and New England*. The John Harvard Library of the Harvard University Press has now reprinted the *Travels* as a genuine piece of early Americana, rich in historical and literary interest, and deserving of a life outside the rare book rooms of university libraries.

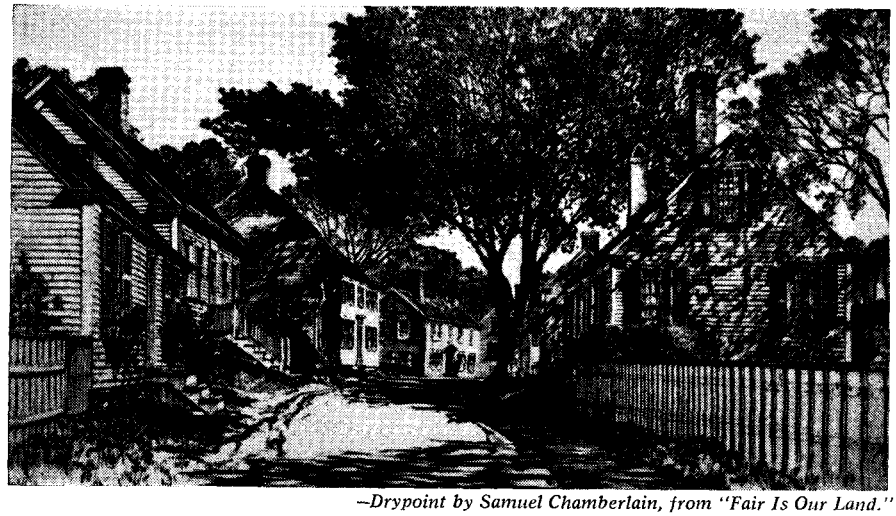
Like the good Puritan that he was (grandson of Jonathan Edwards on his mother's side, a descendant of the first settlers of Massachusetts on his father's), Dwight wrote with a purpose, not a whim. European visitors, it seemed to him, had been hypercritical of America in general and New England in particular. They had not noticed, Dwight thought, the finer qualities of life in the Northeast that made it the most admirable section of the country and more than a match for Europe—the "eastern continent," as he called it. Worse, they were often incorrect in their reporting ("Most of these errors were probably unintentional. On some I cannot put this construction."). Dwight would set the record straight.

Because he believed that "New England has been the object of this persecution from its infancy," Dwight was in part a victim of the regional pride that had long infected New Englanders. More importantly, he reflected the almost obsessive need of his generation to convince others—and most of all itself—that America was a mature and culturally independent nation. "Cultural nationalism," some would call it. Dwight was part of a movement, whatever its name, larger by far than he himself realized. It produced, besides the Yale president's copious volumes, John Adams's still more copious *Defense of the Constitution of the United States* and Jefferson's *Notes on Virginia* (how Dwight would have resented being bracketed with the apostle of atheism and Democratic-Republicanism). But these works had in common more than mere exaltation of the American experiment: all three were written in partial response to criticism from abroad. Americans were sensitive, even then, and did not lightly let pass what seemed to them unjust observations about the United States. Of course the European slights proved a mixed blessing. They did prod Americans to write about their own country, which is all to the good, but at the same time the need to defend the American scene infused a quasi-paranoid tone into many works from the new republic.

Dwight's *Travels* are a case in point. The author felt it necessary to prove, to his own satisfaction at least, that animals in America far exceeded in size their European counterparts—the bear in Vermont, for example, boasting an average weight of 456 lb. compared to his Continental cousin's 153 lb., 7 oz. Dwight further demonstrated what he saw as the New Englander's superior learning, liberty, and piety, and exculpated the early settlers from all charges of bigotry, high-handedness with the Indians, and excessive ministerial influence. But because, as Dwight admitted in his preface, he was viewing a section of the country as one who was attached to it by strong ties of family and familiarity, he tried hard to be impartial. Here and there he placed mild cavils against his New England forebears: he was willing to acknowledge their bent toward superstition in the witchcraft cases (while reminding the English correspondent of his own countrymen's similar guilt), their rigidity in certain religious practices, their occasional excesses in resisting British authority on the eve of the American Revolution. Yet always Dwight defends while admitting. As an insider posing as outsider he is largely a failure.

But in everything else Dwight succeeds brilliantly. First, he is interesting—not a small achievement in four volumes of travelogue. Whether discussing the weather (which in true New England fashion he does at disproportionate length), the flora and fauna, the beginnings of manufacturing in Maine, Indian raids (one of his favorite topics), the settlement of Vermont, Harvard College ("the library contains about fifteen thousand volumes, and is unquestionably the best in the United States"), Columbia ("Columbia College is well endowed"), Bridewell prison in New York ("a whipping post was erected a few years since . . . but the infliction of the punishment was found to be so revolting to the feelings of the community that the post has been removed"), or the poor quality of upstate New York inns ("too many of them are mere dramshops, of no other use than to deceive, disappoint, and vex travelers"), Dwight is always lively and informative. Seldom does he dwell on any subject for more than a few paragraphs, and each letter runs only a dozen or so pages. And since most of the letters can be read out of sequence, this book is a browser's delight, perfect for reading under the circumstances in which it was written—while traveling.

Timothy Dwight is not merely entertaining. He is instructive, too, in the best sense. Through his volumes the reader comes to know a great deal about what Americans—at least the



—Drypoint by Samuel Chamberlain, from "Fair Is Our Land."

"Bend in the Road," Newcastle, N. H.—"more than a match for Europe."

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northeastern variety—thought and felt during the early years of the nineteenth century, and about how they lived, worked, and worshipped. We learn a lot about Timothy Dwight, who was dubbed by his enemies "Old Pope Dwight" but respected by his friends as a man of many talents and a staunch defender of the characteristics he saw in his journeys through New England. As one of the leading educational, literary, and political figures of his time, Dwight is well worth knowing, even if most of us think we would have sided with some of the more progressive elements of his era.

By reading between the lines, and with the aid of Barbara Miller Solomon's concise and insightful introduction, the mind of Timothy Dwight emerges as the central theme of the *Travels,* no matter how hard the author tries to stay out of the picture. We catch too many glimpses of his wit, his insatiable curiosity, his intense convictions, ever to lose awareness of who the traveler is. We come to know his preferences and his peeves —in fact, we can almost predict them by the time we have accompanied him on three trips to Maine, two to Cape Cod, one to Long Island, three to upstate New York, and five to New Hampshire and Vermont. When we reach his concluding sections—a letter entitled "Remarks on European Travelers in America," several letters of observation on various aspects of New England, and a final "Prospects of the United States"—there are few surprises. But that's as it should be.

Readers who are biased in favor of New England will doubtless find much in Timothy Dwight's travels to confirm their attachment to its landscape, its heritage, its inhabitants. Readers who are biased in other directions will perhaps find Dwight an occasional bore and very much a special pleader. Where both groups will agree, I suspect, is on the enjoyment and edification that comes from traveling with a master reporter.

Alden T. Vaughan

Alden T. Vaughan, who teaches American history at Columbia University, is the author of "New England Frontier: Puritans and Indians, 1620-1675."

Fiction

AN AMERICAN SOLDIER

by Michael Lynch

Little, Brown, 345 pp., $5.95

ONE TO COUNT CADENCE

by James Crumley

Random House, 338 pp., $6.95

THESE TWO BOOKS HAVE SOME SIMILARITIES: both deal with the U.S. Army in war and uneasy peace, their landscape is Asiatic, and the chief characters are enlisted men. But here the resemblance ends. In style and form they could hardly be more dissimilar.

Michael Lynch's prose is sparer than Hemingway's. In short, staccato sentences he evokes the sights, sounds and excremental smells of war in Asia, the nightmare quality of fear and mindless violence.

James Crumley's book is conceived on a grander scale. His prose is lush and extravagant, and some of his sentences are as long as Thomas Wolfe's. He is a story-teller in the old-fashioned sense.

An American Soldier is set in Korea in the months just before and after the signing of the armistice in July 1953. The soldier of the title is Edward Condit, who at the outset of the book survives a wild, bugle-blowing Chinese assault by shooting three attackers at point-blank range and killing a fourth with a trench knife. While the battle rages around him he spends the remainder of a cold, wet night shielding himself under the shrapnel-torn body of his knifed victim and simulating death. The result is shock, a case of pneumonia, and the beginning of doubt that any cause is worth such suffering.

But Condit is an ordinary man, twenty years old, drafted out of a factory, temperamentally unable to fight the system. So the system takes over. After hospitalization he is sent to a replacement depot, awarded a medal, promoted to corporal, and singled out for favorable attention by Major Robbins, a true believer whose job it is to prepare the Condits of the world for shipment back to the line. Corporal Condit hasn't got a chance. In a matter of days he is harassing the privates under him to shape up.

Then the armistice is signed and Condit is sent to an infantry company manning an outpost three miles from Panmunjom. He shares a bunker with a Negro corporal named Francis. Francis calls the men in the other bunkers animals, and animals they are, dominated by two Neanderthal PFC's. Nobody pulls guard or observes even a semblance of discipline, all with the tacit approval of a company commander whose one aim in life is to stay in his command post until orders come sending him home.

Condit worries about Chinese line-crossers sneaking up to his bunker and throwing gasoline bottles into the gun slot, burning him up while he sleeps. He decides to set up guard posts. The inevitable confrontation with the "animals" takes place and the book ends in senseless tragedy.

One to Count Cadence deals with the love-hate relationship between Sgt. "Slag" Krummel and PFC Joe Morning (shades of Warden and Prewitt in *From Here to Eternity*), members of the 721st Communications Security Detachment, an army unit stationed at Clark Air Force Base in the Philippines in the summer of 1962.

Morning is a born loser rushing headlong to meet his preordained fate, Krummel a born survivor of apocalyptic onslaughts. Morning is a nihilist raging against the dead hand of the past, Krummel a traditionalist believing in the old heroic virtues. Death in battle, he says, "is the last noble thing . . . I wanted to shout it to an indifferent, cowardly world which had, in the name of Utopia, forgotten Valhalla." Says Joe Morning: "America is hopeless . . . burn the ——— country down."

It is difficult to select from the book a piece of dialogue free from obscenity. Most of it deals with garrison life, and off-duty garrison life for the 721st is a non-stop orgy. Their drinking and sexual athletics are financed by black market deals, and frequently interrupted by brawls with airmen and Filipino pimps and gangsters. There are encounters with corrupt policemen. Poor Asiatic countries, the novel tells us, have a penchant for depravity, a penchant generously catered to by their American allies. All of this is narrated in vividly vulgar language. There is one episode, magnificently described, of a Huk raid on an American exchange where huge amounts of money are kept. But even the Huks are depicted as leeches, ultimately preying on the poor.

The detachment gets secret orders to Vietnam. How secret are the orders? Says 1st Sgt Tetrick: "The girls

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in the Keyhole are talking about putting in 1040's for Saigon."

On arrival the men set up mobile monitoring vans on Hill 572, west of Nha Trang. Three weeks later their camp is hit by The Vietcong. In the wild confusion of battle Krummel shoots Morning. Is it deliberate or accidental? Not even Krummel knows for sure.

The book's epigraph accounts for its title and inspires its theme:

> —— 'em all but nine—
> Six for pallbearers,
> Two for roadguards,
> And one to count cadence.

Both books have minor faults. Mr. Lynch's prose occasionally smacks of the writing seminar. He doesn't write as well as Hemingway—at least, not yet. In Mr. Crumley's book the incidence of booze, broads, brawls, and bad language approaches the supererogatory. Not that he doesn't write brilliantly about these soldierly pursuits; in fact, only in *From Here to Eternity* is it done better. So these are small criticisms. After all, Hemingway was unique, and James Jones's novel is the best ever written about the U.S. Army.

In short, each of these books is in its own way a virtuoso performance.

John Reed

John Reed, a retired army master sergeant, reviews books for a number of publications.

SECOND BREATH

by Jan Benes, translated from the Czech by Michael Montgomery

Orion, 161 pp., $5.95

THIS SLIM NOVEL belongs to the anguished literary genre that is peculiar to the Orwellian century. From Zamyatin's *We* and Malraux's *Days of Wrath* through Solzhenitsyn's *Ivan Denisovich*, Georghiu's *Twenty-fifth Hour*, Majewski's *The Journey and the Pity*, and now to Jan Benes's *Second Breath*, imaginative portrayal of totalitarian soullessness has long ceased to be an extension of national literatures and has become an entity, supranational and distinctive.

Whether we call it literature of the prison camp or millennial literature, it is a bleak area of the arts, demanding more commitment from the reader than he is usually willing to give. The inhumanity of which it speaks is of a specialized kind, a far cry from the summary and familiar sort offered by history. It is the inhumanity of man's new Utopias, a unique aberration (if that's the word) with its own evolutionary pattern.

For all its apparent sameness, the genre is varied and has great psychological depth and subtlety. Between the brutalization of Ivan Denisovich during the dark age of Stalin, for example, and that of the young airman Vojda in Benes's story, millennial justice has taken shape, among other things. For Denisovich in his Siberian camp there was no hope; he would languish on the revolutionary slag-heap until snuffed out. By contrast, prisoner Vojda inhabits a compound somewhere in today's Czechoslovakia where punishment is tempered by a policy of rehabilitation. Vojda is not a victim of a bureaucratic slip; he is not a counter-revolutionary or a deviationist. He is a Party member who happened to kill someone in a drunken brawl. Nailed to his dormitory wall is an excerpt from the constitution that says even a camp non-person has certain rights. Thus, when the commandant beats him up in a fit of rage, Vojda and his fellow-inmate Havránek demand an investigation by the public prosecutor.

Their bid for promised socialist justice furnishes the plot for this story, one that the author, a leading young Czech writer, chooses to see in terms of a stylized, macabre Western. "This was not the confrontation in which Buffalo Bill and the badmen both stood with their hands on their holsters. . .It was still not clear who was the badman and who was Buffalo Bill." From the commandant on down everyone acknowledges the law—but how to get the raging and frightened commandant to forward the prisoner's request to the outside world when this would entail his certain dismissal? Invoking the law thus becomes an intricate game whose rules, though known to all, are played with a perilous and hallucinatory dialectic that calls to mind Koestler's *Darkness at Noon*.

Jan Benes, we are told, was himself sentenced to five years in prison for collecting some 300 signatures on a petition protesting the jailing of the Soviet writers Sinyavsky and Daniel, but was pardoned a year later by President Novotny. The authority of personal experience is evident throughout his chilling little book. But so is the instinct of a sure artist who knows how to go beyond a mere transcript and give the extra distance a depth, an inner landscape, and an undeniable power all its own.

Joseph Hitrec

Joseph Hitrec is the author of several books of fiction, among them the Harper Prize-winning "Son of the Moon." He has translated several works by Ivo Andric, winner of the 1961 Nobel Prize for Literature.

—William E. Smith.

Peter Rand—"initiation."

FIRESTORM

by Peter Rand

Doubleday, 203 pp., $4.95

IN A PROSE THAT READERS will respond to gratefully, Peter Rand has written a beautiful first novel about a man who learns, in the course of a journey from Europe through North Africa to Central Africa, that he is real.

The narrator has no reason for traveling and knows it. When asked, by himself or others, what he is doing in Europe, he explains that he keeps a journal. It is his reason for being, his substance, this collection of objective notes on what he sees each day, which monuments he visits. Once he tries to write about himself, but the fragment is stunted and stilted, and it ends abruptly with a response to his father's farewell banality, "Come back a man": "Now what the hell does that mean? I am a man. I'm male for God sake. I'm already a man. What did I do?"

In the book's first scene the narrator meets Carlos and Lillian. The pair are obviously lovers, but they accept him as a traveling companion, as though a triangle could not possibly develop. Soon, it seems to him, one has developed, for he is in love with Lillian. But the reader sees almost immediately that Carlos and Lillian are brother and sister, each the other's self, and their union is absolute. They are fit priests to guide the hero in his initiation, his journey to the South, his becoming. He describes his resistance to a quest that continues to elude his understanding: "I wasn't made for swift water. I couldn't handle it. I belonged with plastic articles and the sort of values people assume who must have values. I knew this. I belonged where death happened to other people. I knew this, and I hated it, and momentarily I hated Lillian and Carlos the way I would have hated any avenging angel."

But by the time this insight is

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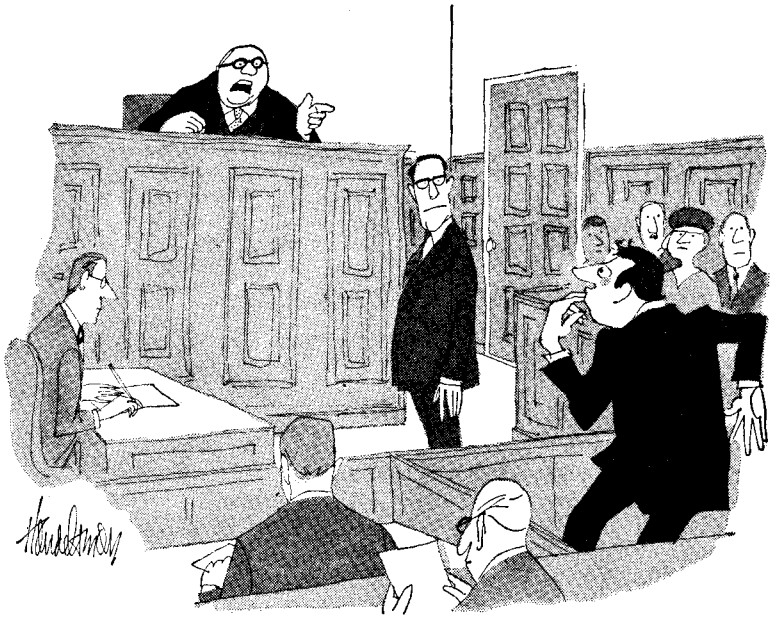

"Your attorney is trying to enter a plea of insanity for you, young man. Stop jumping up and down and whistling. What are you, some kind of nut?"

gained, its validity is crumbling. At the previous stop he has even left his journal behind, not consciously but still intentionally.

Having discarded the journal, at once his crutch and the symbol of his infirmity, Rand's hero is drawn toward the center of the firestorm, represented emotionally by Lillian and Carlos and geographically by Central Africa and its anticolonialist war. He survives, and when he emerges from the fire he has fulfilled the wish of his father, who telegraphs: "PROUDEST EVER OF SON NOW MAN HURRY HOME ALL REGARDS DAD."

The man who returns will hardly bring the old man joy. He no longer belongs with plastic articles and the values people assume who must have values. Neither does Peter Rand—but he needn't worry about it. He'll do fine.

Stephen F. Caldwell

Stephen F. Caldwell is a free-lance critic.

THE FLAW

by Antonis Samarakis, translated from the Greek by Peter Mansfield and Richard Burns

Weybright & Talley, 208 pp., $5.95

DURING THE PAST FEW YEARS in Athens, as I have read the novels and short stories of Antónis Samarákis, I have categorically pinpointed him in my mind as the Graham Greene of Greece. I was delighted, therefore, to see that the book jacket of *The Flaw* carries an appreciative comment by that master of the Entertainment: "A story of the psychological struggle between two secret police agents and their suspects told with wit, imagination and quite outstanding technical skill." All of Mr. Samarákis's books are "Entertainments": that is, they are adroitly contrived in plot and theme, move with the urgency of detective or Wild West novels, grip first on the surface and then, with probing insight, delve into hidden motivation and unravel unsuspected conditions.

In a regimented state where neither country nor inhabitants have any specified name, location, or chronology, two Suspects are picked up by agents of the National Security Department. One is killed trying to escape; the other protests that he is simply an ordinary peace-loving citizen. He is told by the Chief that to be passively peaceful is not enough, and that "Who is not with me is against me." "Was it Hitler who said that?" queries the Suspect.

A flawless Plan has been concocted to break down the Suspect's resistance and cause him either to confess or try to escape. He is to be driven 600 miles to the Central Office by the Manager and the Interrogator. On the way he will be treated with warmth, friendliness, and humanity, but at Central he will be brutally manhandled, and this sudden change, according to the Plan, will cause him to crack.

After the car breaks down on the road (also part of the Plan) the Interrogator takes the Suspect for a long walk through a town. They share in all the small human intimacies of friendship: treat one another to food and drink, pick up girls and go to the beach where they play ducks and drakes, wade in the water, share childhood memories, and finally take in the shows and rides at a funfair. Though he has many opportunities, the Suspect does not show the slightest inclination to escape. But then at their hotel room that night, where they are waiting for the Manager to bring the repaired car, the Interrogator goes to the bathroom, leaving the door ajar. A sudden draft slams it shut. It jams. Almost without thinking, the Suspect clambers out the window and slowly edges his way along a catwalk seven stories high. Finally forcing the door open, the Interrogator leaps to the window, shouts to the Suspect to return, aims his revolver, but discovers that he cannot shoot. As the Manager enters the room, the Interrogator calls to the Suspect to escape, but the Manager shoots the Interrogator and the Suspect slips from the ledge to his death in the flagged courtyard.

The Plan had a flaw. During the long walk through town, the Interrogator felt deep within himself that the Plan was working admirably, unaware that his certainty was based on his own warmth, friendliness, and humanity, that he as well as the Suspect was a barometer of change. To play a role is to become that role; by pretending to be friends they had indeed become friends. The Plan was the scorpion that killed itself.

The ramifications of the plot are not developed in a straight line, but in an unchronological mixture of time and place. We are often given different insights into the same events, for the narration is developed not only in the third person, where actions are objectively portrayed and the Suspect's inner thoughts exposed, but also in the first-person account by the Interrogator. The points of view are almost evenly divided, and toward the end alternate in brief, staccato passages. This complexity of insight and narrative, this jumbling of time and place, make for irony, a finer weapon than satire. Mr. Samarákis's prose (admirably recreated in English by the translators) is clear, precise, and simple, and yet, because of play-acting by both hunters and victim, is packed with double meaning, suggestive overtones, teasing provocations.

Both psychologically and technically, Mr. Samarákis has written a superbly entertaining and moving novel, a tribute to humanity under regimentation and stress. It is not surprising that in his own country, before the advent of the present régime, *The Flaw* was awarded the equivalent of our Pulitzer Prize.

Kimon Friar

Kimon Friar translated Kazantzakis's "The Odyssey: A Modern Sequel."

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The Uncompleted Past

Continued from page 25

tellectual freedom provided by the seminar; their interest and participation waned when required work in other courses piled up; some topics drew blanks because of lack of interest, and a few students were never able to involve themselves satisfactorily.

An experiment like this one would have to be a disaster to be a worse method of education than the lecture/exam procedure that is the basis of most college teaching today, but it is not necessarily the best alternative. One's opinion of its success will depend on his idea of what an education should be. Some may feel that Duberman overemphasizes the emotional component of the learning experience; others, that his image of the teacher is too self-effacing for the students' good; still others, that the unstructured freedom of his seminar assumes too much maturity on the part of its undergraduate participants. Each of these criticisms is valid, but it is heartening to know that there are still teachers who care enough about their students to try out such innovations. Duberman's ideas should spur more experimentation elsewhere.

A mediocre and outmoded pedagogy is only one of the problems facing American universities. Another, the most pressing today, is the challenge posed by student radicals to the universities' very existence and *raison d'être*. Students are outraged at many things: control of educational policy-making by curators or regents who are unfit to administer any educational institutions and who are unresponsive to student needs; military-oriented research; the predominance and triviality of fraternity social life. (Duberman does not discuss the separate and not necessarily related problems of black students.) Whatever their grievances, student radicals have mounted a major assault not only on the malfunctioning of the universities but on the universities themselves. Thus Duberman's sympathetic discussion of the student Left could have been at least as timely as his suggestions for reform of teaching methods.

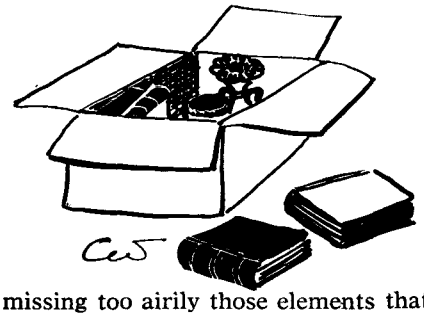
By castigating those who criticize them, however, Duberman has presented the case for the radicals in a negative and self-defeating way. He singles out some recent writings by three distinguished older scholars, Jacques Barzun, Sidney Hook, and George F. Kennan, as representative of an academic "mandarin" mentality that is out of touch with the young and contemptuous of their grievances against the universities. It is regrettable that Duberman chose this approach. His attacks on the views of Barzun, *et al.*, show no effort to understand them and little awareness that they deserve a serious hearing, not a snide and invidious denunciation; ironically, it is precisely these charges that he levels at the "mandarins" on behalf of the radicals.

Duberman also hurts his case by making too feeble and inadequate a disclaimer of sympathy for the Luddite wing of the student Left:

> Much as I admire the campus activists, I think some tendencies in some few of them are to be guarded against: using civil disobedience as a first rather than a last resort . . ., interfering with the free speech of others, employing the rhetoric and sometimes the fact of violence, talking glibly of the advantages to be gained from right-wing repression, arguing that the university is the incarnation of evil—the *chief* enemy. . . . Though real, these tendencies are characteristic of only a small number of student activists and should not be used, as so many have used them, to slander the entire movement.

No sensible person would tar the whole student radical movement with the brush properly reserved for the extremists; but the all-too-common resort to violence and intimidation, the gross denials of civil liberties, and the all-out assault on academic freedom made by large numbers of the activists call for a denunciation more strenuous than the wrist-tapping Duberman metes out.

Perhaps his is merely an astigmatic view of the radical movement, concentrating on what is valid and dismissing too airily those elements that have precipitated the university "crisis." At least such an allowance ought to be made in order to grasp the important points he makes about student protest. Today's students, despite being more intellectually and emotionally mature than their parents and grandparents were at the same age, are treated as second-class citizens. Their insistence that the proper relationship between the university and the larger society be completely reappraised is sound, but it is largely unheeded. They are ruled by a generation of administrators who neither understand nor sympathize with their ideas. Their complaints, whether academic or political or social, must be taken seriously if our universities and even our society are to survive.



The Uncompleted Past is best read as a primary source of contemporary history, the quasi-autobiographical reflections of a man intensely involved with the issues of his times. The questions Duberman asks demand precisely the treatment his lucid honesty and committed intellectual radicalsm can provide. This could be done in a subsequent volume exploring the issues he has raised with the sustained attention they require. Since he now considers himself "more a writer than a historian," we may hope that he will eventually produce the book that is only hinted at in these essays.

LITERARY I. Q. ANSWERS

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Priorities for the '70s

Continued from page 19

the effects of technology, some people are calling for a moratorium on technology, for a kind of national breathing space while we decide how to deal with such problems as the sonic boom and the new supertankers. But this approach ignores the fact that it is not new technology alone that breeds trouble, but the cumulative effect of our existing technology; perhaps no single cause is more responsible for air pollution than the familiar combustion engine.

Hence, I call for a different priority in dealing with this crucial question—not for less technology, but for more technology *of a different kind*. For clearly what we need are technological answers to technological problems. We need a reliable method of birth control suitable for application among illiterate and superstitious peoples. We need an exhaustless automobile, a noiseless and versatile airplane. We need new methods of reducing and coping with wastes—radioactive, sewage, gaseous, and liquid. We need new modes of transporting goods and people, within cities and between them.

The priority then is technological research—research aimed at devising the techniques needed to live in a place that we have just begun to recognize as (in Kenneth Boulding's phrase) our Spaceship Earth. There is a further consideration here, as well. Many people wonder where we can direct the energies of the engineers, draftsmen, scientists, and skilled workmen who are now employed in building weapons systems, once we cut our military budget. I suggest that the design of a technology for our planetary spaceship will provide challenge enough to occupy their attention for a long time. We have not hesitated to support private enterprise for years while it devoted its organizational talents to producing instruments of war. We must now begin to apply equally lavish support while private enterprise perfects the instruments of peace. There would be an important side effect to such a civilian-industrial complex. It is that young people who are bored or repelled by the prospect of joining an industrial establishment, one of whose most spectacular accomplishments has been the rape of the environment, will, I believe, feel differently if they are offered an opportunity to work in research and development that has as its aim the enewal and reconstitution of this planet as a human habitat.

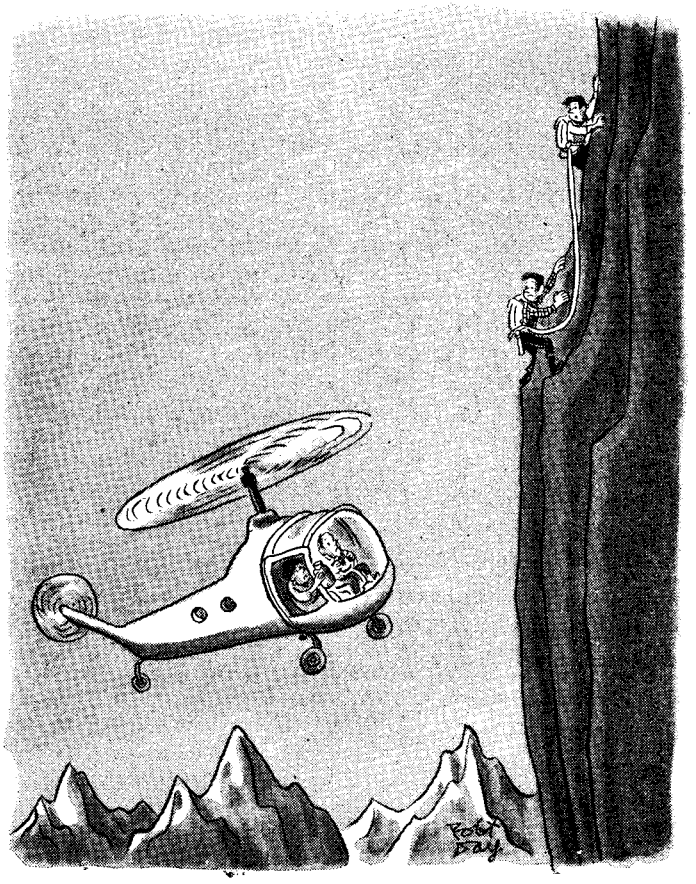
The items I have suggested as middle priorities could be extended into a long list. But what I am suggesting, after all, are only the *kinds* of tasks that cry out for attention, not each and every one of them.

But to speak of priorities without mentioning education seems wrong, especially for someone in education. The question is, what is there to say? What is there left to declare about the process of schooling that has not been said again and again? Perhaps I can suggest just one thing, aimed specifically at the upper echelons of the educational apparatus. It is a proposal that the universities add a new orientation to their traditional goals and programs. I urge that they deliberately set out to become the laboratories of applied research into the future. I urge that they direct a major portion of their efforts toward research into, training for, and advocacy of programs for social change.

It may be said that there is no precedent for such an orientation of education toward action, and that the pursuit of such a course will endanger the traditional purity and aloofness of the academic community. The reply would be more convincing did not the precedent already exist and were not the purity already sullied. Scientists of all kinds, in the social as well as in the physical disciplines, have not hesitated to work on programs for social change —financed by the Department of Defense, the Office of Naval Research, NASA, etc.—programs designed to alter the world by high explosives in some cases, by cooptation or skillful propaganda in others.

Some members of the academic community, aware of the destruction they have helped to commit, have now begun to withdraw from contact with the war machine. That is to their credit. But what is needed now is for them to redirect their energies to the peace machine. We live in a time during which social experimentation—in the factory, in the office, in the city; in economic policy, in political institutions, in life-styles—is essential if a technologically dominated future is not simply to mold us willy-nilly to its requirements. The forces of change in our time render obsolete many of the institutions of managerial capitalism and centrally planned socialism alike; new institutions, new modes of social control and social cohesion now have to be invented and tried.

In part the university must continue its traditional role, studying this period of historic transformation with all the detachment and objectivity it can muster. But that is not enough. As Marx wrote: "The philosophers have only *interpreted* the world; the thing, however, is to change it." As the last item on my agenda, I would like to make the university the locus of action for the initiation of such change.



"Oh, oh! There's Mom with the chicken soup."

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Continued from page 28

dark, bumping into things, and whispering to one another. Another piece of the ceiling fell off.

"There's someone up there," I said.

"West Berlin police."

"Searching the attic?"

"Yes."

"What for?"

"The toilet."

I couldn't speak. He must have read something in my face. "What's wrong?"

"There are East Berlin police searching the cellar."

"Why?"

"The Old Man thinks he may have lost the list of code names in a toilet on Friedrichwilhelmhohenzollernstrasse in 1933."

He jerked the revolver hysterically. The barrel flew off and landed in the hall, bounced down two steps, and stopped.

"I can't stand it." He buried his face in his hands. "I can't stand any more of this."

We listened to the sounds of the West Berlin police searching the attic, and the East Berlin police searching the cellar, getting closer to each other. He raised his head.

"It's not going to turn out all right, is it?"

"No."

"One blunder after another."

The rain was changing to drizzle. It was like the end of something. The end of three hundred pages of drizzle and blunders and stout, middle-aged men in grubby raincoats and an indefinable feeling of futility.

He was going to cry. "It's not the way it is in books anymore."

I was beginning to understand. He was wrong. "Yes," I said. "It *is* the way it is in books."

"But the books used to be fun." There was a sob in his voice.

"Not anymore." Beyond the indefinable feeling of futility was a sense of total defeat. It was like a strange kind of triumph.

"But a spy story used to be fun."

"This isn't a spy story." I felt a strange sadness. It was like a strange joy. "This is literature."

—GEOFFREY BUSH.

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You know your feathered friends,
  you claim;
But have you ever thought
How frequently the stork gets
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For what a lark has brought?

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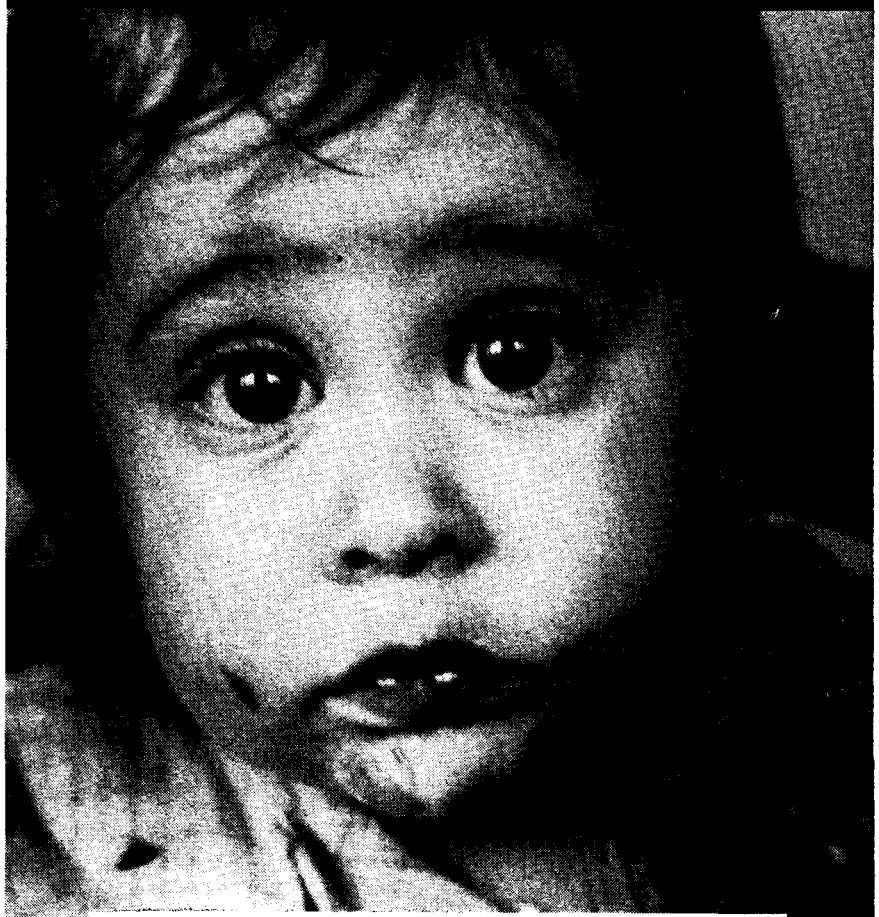

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European Scene

Continued from page 27

science. Baum's already considerable reputation for defusing complex questions and making them understandable and even pleasurable is further enhanced by *Adam*.

Two new novels appearing abroad remind us dramatically of the blight put upon Jewry by the Nazi occupation of Western Europe. Both are by professors who were eye-witnesses to that event. Friedrich Weinreb's *Collaboratie en verzet* (Collaboration and Resistance) is the first volume of a trilogy, to be published by Meulenhoff in Amsterdam. The burden of the book is that apathy toward the occupants was ill-advised, even inexcusable—that anyone, Jew or Gentile, could have frustraded to some degree the Nazi designs. Weinreb himself, while living in occupied Holland, delayed the deportation of several hundred Jews by putting their names, for a fee, on a list of coreligionists who he claimed would be exchanged for German prisoners. When the fictitious plan was discovered after the war, Dutch authorities sentenced Weinreb to prison as a collaborator.

The second work, stylistically superior, uses the occupation of France as a meaningful backdrop rather than a theme. Serge Dubrovsky's *La Dispersion* (Mercure de France) is a first-person narrative, architectonically complex and rigorous, as one would expect from a scholar-author devoted to structuralism. It tells of a bittersweet romance between a fortyish French Jew and a girl student from the Soviet bloc who is just about to return home and marry a medical student. The carefully constructed tragedy is two-leveled: pathos grows as love is increasingly inhibited by imminent separation, while the hero's obsession with the past, constantly rekindled by monuments and scenes of once-occupied Paris and by flashbacks from his own persecuted childhood, cannot be understood or shared by a girl born in 1943. Curiously, this particular aspect of the generation gap—the inability and disinclination of youngsters to appreciate the sufferings of their elders who lived under Hitler or Stalin—is a popular theme of novels in the Socialist Republics, as we have noted before in these columns.

Dubrovsky's novel is enjoying a deserved critical success, even though he will scarcely be flattered by François Nourissier's comparison of his talent to Céline's. Dubrovsky once announced at a Céline anniversary colloquium that had he known the French writer he would have killed him.

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The Soaring Seventies

Continued from page 73

we will begin to fly faster than sound. The supersonic transport, or SST, will come in a variety of styles and sizes.

The Concorde, that rare symbol of Anglo-French amity, will be aloft commercially by the summer of 1973—if joint tests at Sud Aviation in Toulouse and British Aircraft Corporation near Bristol continue on schedule. A quartet of pilots from TWA, Pan Am, BOAC, and Air France flew the droop-nosed bird during December and pronounced it "pleasant and easy to fly." In all, sixteen airlines have taken seventy-four options on orders, the first eighteen orders to be divvied up among Air France, BOAC, and Pan Am.

Test pilots have had two slightly smaller prototypes up to Mach 1.2, or about 850 miles an hour, and soon will be pressing the expected cruising speed of 1,450. There will be sardine-can room for 140 passengers in the Concorde, but the manufacturers hope to talk the airlines into cutting down their configuration to 110-112 seats so that a customer will get a little comfort for the premium he pays to fly to Paris in two-and-a-half hours.

Rivals and some airlines have faulted the Concorde for its small payload. Yet that may turn out to be one of its big selling points. "Compared with the 747, we'll seem like a superior sort of country club," says a Concorde backer. "We'll have no more than two seats abreast, pretty much like the so-called wide-bodied planes that Lockheed and Douglas will be bringing out.

WIT TWISTER #145

Edited by ARTHUR SWAN

The object of the game is to complete the poem by thinking of one word whose letters, when rearranged, will yield the appropriate word for each series of blanks. Each dash within a blank corresponds to a letter of the word.

He tells her he _ _ _ _ _ _
_ the deals
That made him rich (the crafty fox!),

Then sends a _ _ _ _ _ _
_, but conceals

A deadly _ _ _ _ _ _ _ in the box.

—MRS CHARLES T. WATSON,
Washington, D.C.

(*Answer on Page 92*)

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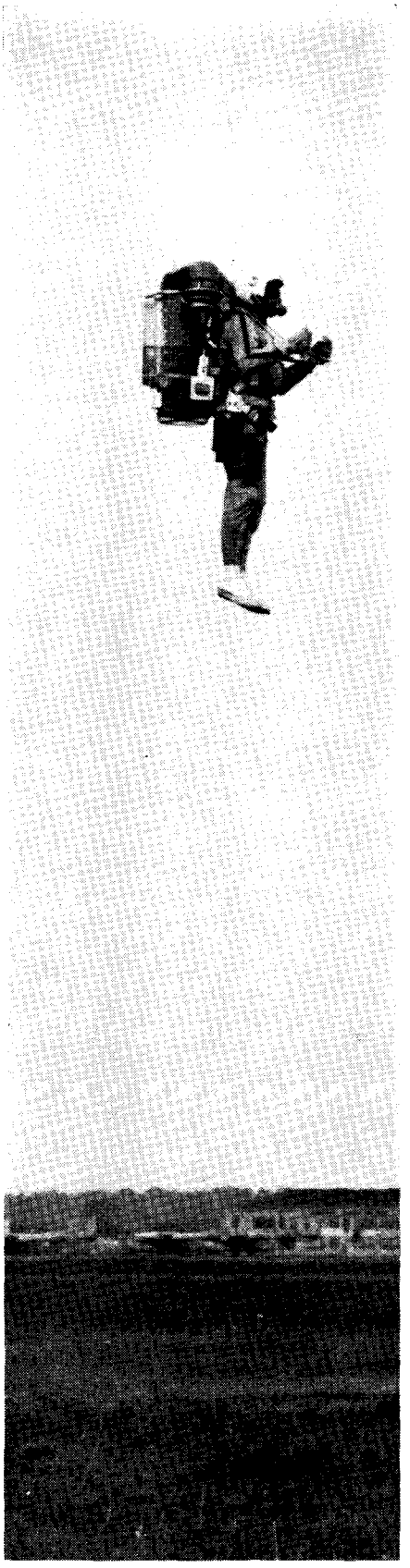
They're talking about setting a new standard of comfort, and we should be completely compatible with this standard."

The Concorde, says a Sud Aviation man, "is coming along at least as well, in every way, as we could have expected." The only problem it faces, in addition to sonic boom, is another kind of noise it makes closer to the ground. "Actually we're more quiet on take-off and landing," says the man from Sud, "because we get up into the air quicker than today's jets, and come down faster. But we're concerned about sideline noise. If you stand off to the side of the runway as the plane passes before you, the noise level is higher. One way to attack this is by selective use of runways. Kennedy, for example, sees no problems, but runways at some airports are too close to houses, and the noise is a problem. We're working extremely hard to eliminate it."

Russia's answer to the sound-splitting machine is the TU-144, similar in design and performance to the Concorde. For a while the Russians were forecasting a maiden voyage to Expo '70, but that's been shelved. Still, the TU-144 should be plying Russian domestic routes by 1971. Concorde backers don't anticipate a heavy sales competition from the TU-144, mainly because the Russians have had little success over the past decade trying to peddle their hardware to the West. "Very few airlines from the Western world," says an official of one, "are willing to get into bed with an altogether new plane from a company they know nothing about." Where the Russians hope to make inroads on the market is over the Trans-Siberian route, a temptation to such lines as Air India and Pakistan International Airlines. "Because of their economic system," a Concorde official concedes, "the Russians can offer just about any price they think they can get."

Most of the early business will be transatlantic, but probably the Concorde's biggest tracks will be over the Pacific, a natural arena for the faster-than-sound vehicles. Today's 600-mile-an-hour jets are still no match for the yawning expanses between San Francisco Bay and Manila Harbor, and what's more, nobody can cry sonic boom out there unless porpoises learn to talk. Further, the expanding economies of the countries girdling the Pacific basin will create more business and pleasure traffic over the wide water.

America's supersonic transport—bigger, faster, and later—will be in the air commercially by the late Seventies, according to Boeing's William Allen. Allen, riding the 747 on its inaugural flight last month, looked ahead to supersonic days and indicated that the large Boeing version of the SST ought to provide the airline with enough salable seats to keep the operating costs almost in line with the jumbo jets. Boeing's SST will carry from 240 to 330 passengers in two cabins of different designs, the larger one on short-range trips over heavy routes, the smaller on the long-range runs. This makes it two and three times the size of Concorde's. "I feel our airplane is in a different class," Allen said. "It's much faster, much larger; it will go up to 1,800 miles an hour."



Jet flying belt, dreamed up by Bell Aerosystems, may set man free at last.

Najeeb Halaby, a waiting customer, looks ahead to the supersonic age with a combination of eagerness and awe. "In the late Seventies we're going to press the twenty-four-hour world to an eight-hour world. And you're going to get a whole new measure of mobility, and because you're going to have such a shortage of brainpower in the Seventies, the only thing that will spread the brainpower over the universe—make the teacher, the dancer, the violinist available—is the airplane.

"And the supersonic airplane is going to let a heart surgeon like de Bakey or Barnard operate in the morning in London and in the evening, I suppose, in Houston. The second one might have a little twitter or two, but he could supervise that second operation."

Halaby's enthusiasm is not tempered by his own admission that the SST will of necessity confront passengers with some of the mailing-tube discomforts they now endure on 707s. "Unfortunately," he said, "the first generation of supersonics will not be what you'd like. But they'll be tolerable because the flights will be so much shorter."

Boeing's SST will come along long enough after the French-British and the Russian versions to be called a second-generation aircraft. As such, it is expected to be, as Allen has said, larger, faster, and more sophisticated. Reservations by twenty-six airlines for 122 American SSTs are already on the books.

Pan Am likes to say it has 10,730 reservations for its first moon flight, and that all reservations have been fed into the computer in the order of their acceptance. But long before that blast-off, indeed within this decade, man will be flying free of wings, free of planes. The Jet Flying Belt, powered by the world's smallest fan jet, was flight-tested last year. With it the lone individual can fly forward or backward or make pirouettes in the sky. The flying belt sets man free at last, and in many ways it can be considered among the most formidable aerodynamic achievements. After all, we've been to the moon. Flying over traffic? Now that's something else.

Answer to Wit Twister, page 91: repents, present, serpent.

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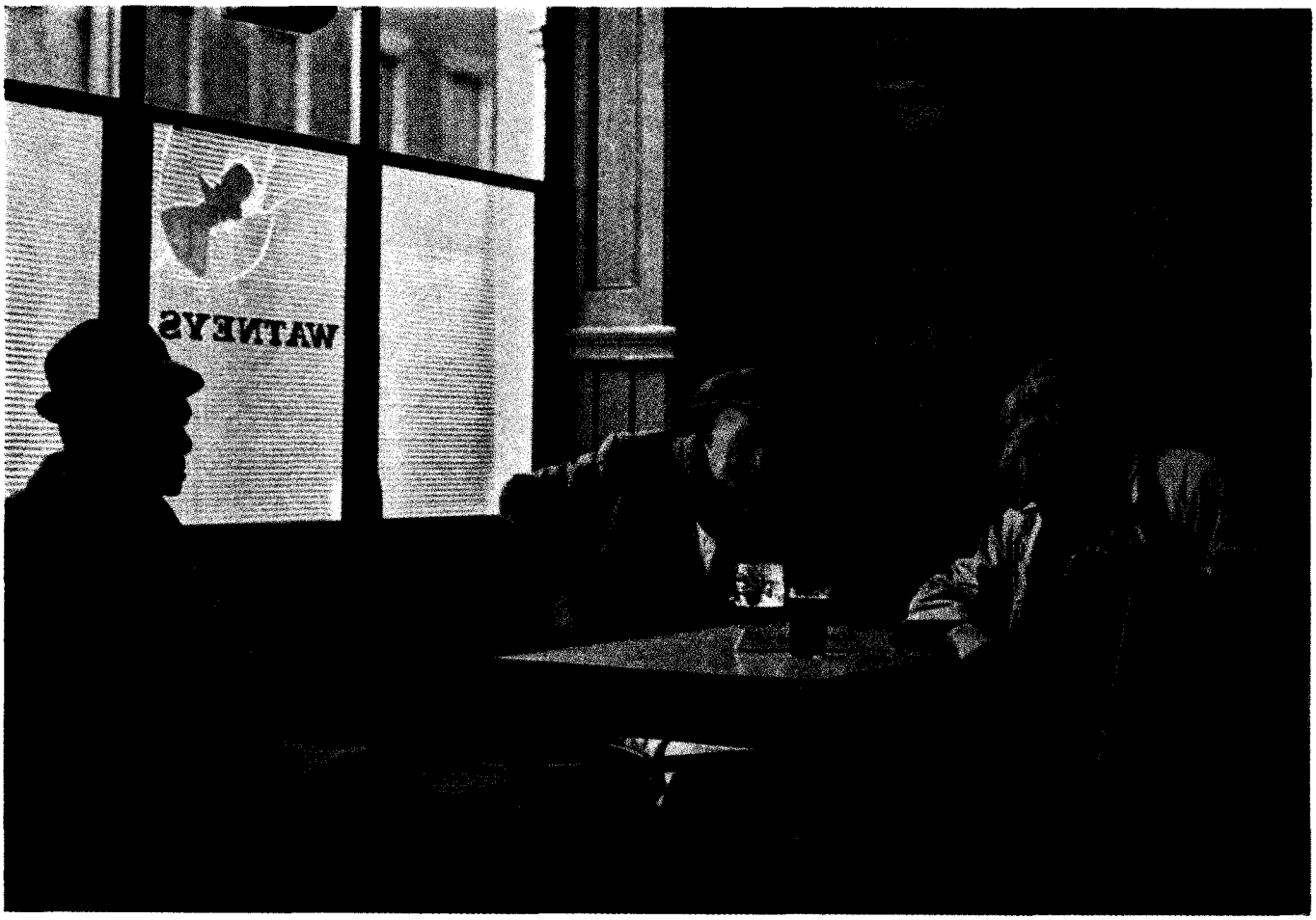
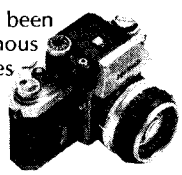


Many a contemporary master would rather use Nikon

Photographers today enjoy the same creative freedom that has always been the painters prerogative. Sometimes they come amazingly close to a famous painter's style — without conscious effort. More often they develop styles of their own. But with strikingly few exceptions contemporary masters use the Nikon F camera. It is no coincidence. For some of the reasons, see your Nikon dealer, or write: Nikon Inc., Garden City, New York, 11530.



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By Thomas H. Middleton

DEFINITIONS	WORDS
A. The academic world and its nonacademic environment (3 wds.)	3 19 54 59 69 75 95 128 132 158 8
B. One of Jeremy Taylor's outstanding works (2 wds.)	24 34 43 74 80 89 171 4 32 138
C. Astonishing, marvelous	147 151 1 11 13 37 126 143
D. Companion piece to WORD B (2 wds.)	155 178 208 26 107 149 159 6 16
E. Richard III's mother tells him, "Tetchy and wayward was thy———."	44 50 60 81 86 98 176
F. "He that will have a cake out of———must needs tarry the grinding." (2 wds., "Troilus and Cressida")	180 186 191 57 141 146 166 175
G. Hibernia (2 wds.)	193 205 9 62 85 101 115 116 165 173 182
H. Kettle of fish	16 25 27 83
I. The larval stage of a lamprey	88 111 145 179 197 204 68 71
J. Hong Kong peninsula	30 40 79 134 137 200 38
K. Ugly; offensive (comp.)	96 21 55 106 110 209 5 127 131 12
L. Sets in order	49 53 56 91 104 114 120
M. He replaced Hebe as cupbearer to the gods	152 187 67 192 35 46 117 135
N. Aviaries	61 108 123 170 185 190 42 72 97
O. Instigate, rouse	199 122 167 196 77 125
P. Binge, spree	140 51 76 150
Q. Greek goddess of ghosts and witchcraft	203 14 33 48 154 164
R. Frees	28 47 92 103 169 31 130 2 160 210 184
S. Irish moonshine	41 124 162 207 58 90
T. Exerting a reciprocal force	157 64 119 45 198 93 52 70
U. Regard highly or favorably	109 206 188 10 153 65
V. Proverbs	7 20 82 17
W. Malediction	99 87 195 201 29 73 15 23 172 139 39
X. Shipments; important official messages (var. sp.)	121 118 211 100 113 189 63 181 78 112
Y. Know-how	129 194 133 66 183 136 105 22 142
Z. Book of the Old Testament	94 156 161 168 36 102 144 163
Z¹ Unspoken, wordless	202 148 84 174 177

DIRECTIONS

To solve this puzzle you must guess twenty-odd WORDS, the definitions of which are given in the column headed DEFINITIONS. Alongside each definition, there is a row of dashes—one for each letter in the required word. When you have guessed a word, write it on the dashes, and also write each letter in the correspondingly numbered square of the puzzle diagram . . . When the squares are all filled in, you will find that you have completed a quotation from some published work. If read up and down, the letters in the diagram have no meaning . . . Black squares indicate ends of words; if there is no black square at the right side of the diagram, the word carries over to the next line . . . When all the WORDS are filled in, their initial letters spell the name of the author and the title of the piece from which the quotation has been taken. Of great help to the solver are this acrostic feature and the relative shapes of words in the diagram as they develop.

							1 C	2 R	3 A	4 B	5 K	6 D	7 V		8 A	9 G	10 U
11 C		12 K	13 C	14 Q	15 W	16 H	17 V		18 D	19 A	20 V	21 K	22 Y		23 W	24 B	25 H
26 D		27 H	28 R	29 W	30 J		31 R	32 B		33 Q	34 B	35 M	36 Z	37 C	38 J		39 W
40 J		41 S	42 N	43 B	44 E	45 T	46 M	47 R	48 Q	49 L		50 E	51 P		52 T	53 L	54 A
	55 K	56 L	57 F	–	58 S	59 A	60 E	61 N	62 G	63 X	64 T	65 U	66 Y	67 M	68 I		69 A
70 T	71 I	72 N	73 W	74 B		75 A	76 P		77 O	78 X	79 J		80 B	81 E	82 V	83 H	
84 Z¹	85 G	86 E		87 W	88 I	89 B	90 S	91 L	92 R	93 T	94 Z		95 A	96 K	97 N	98 E	99 W
100 X	101 G	102 Z	103 R	104 L		105 Y	106 K		107 D	108 N	109 U	110 K	111 I	112 X		113 X	114 L
115 G		116 G	117 M	118 X	119 T	120 L		121 X	122 O		123 N	124 S	125 O		126 C	127 K	128 A
129 Y		130 R	131 K	132 A	133 Y	134 J	135 M		136 Y	137 J		138 B	139 W		140 P	141 F	142 Y
	143 C	144 Z	145 I	146 F		147 C	148 Z¹	149 D		150 P	151 C	152 M	153 U	154 Q	155 D	156 Z	157 T
	158 A	159 D	160 R	161 Z		162 S	163 Z	164 Q		165 G	166 F	167 O	168 Z		169 R	170 N	171 B
172 W	173 G	174 Z¹	175 F	176 E		177 Z¹	178 D		179 I	180 F	181 X	182 G	183 Y	184 R		185 N	186 F
187 M	188 U		189 X	190 N	191 F	192 M		193 G	194 Y	195 W	196 O	197 I	198 T		199 O	200 J	201 W
	202 Z¹	203 Q	204 I	205 G	206 U	207 S	208 D	209 K	210 R	211 X							

Solution of last week's Double-Crostic will be found on page 10 of this issue.

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